ATTACHMENT 1 EXHIBIT B

2007 Original Initial Study Mitigated Negative Declaration (IS-MND) for the San Jose Creek Capacity Improvement Project, and 2008 Addendum to the Original IS-MND.

CITY OF GOLETA
INITIAL STUDY/FINAL MITIGATED NEGATIVE DECLARATION/ENVIRONMENTAL ASSESSMENT
07-MND-01

1. **PROJECT TITLE:** San Jose Creek Capacity Improvement Project; Case No. 06-127-DP (cz)

2. **LEAD AGENCY NAME & ADDRESS:** City of Goleta, 130 Cremona Drive, Suite B, Goleta, CA 93117

3. **CONTACT PERSON & PHONE NUMBER:** George Amoon, Project Manager; 805/961-7563

4. **APPLICANT:** City of Goleta
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   AGENT: This document was written on behalf of the City of Goleta by Science Applications International Corporation. 5464 Carpinteria Avenue, Suite K. Carpinteria, CA 93013. Project Manager: Trevor Pattison (805)566-6447

5. **PROJECT LOCATION:** Hollister Avenue and San Jose Creek (Figure 1), Goleta, CA (34º26'10.14" N, 119º49'08.20" W) 100 feet upstream and approximately 4,000 feet downstream of Hollister Avenue.

6. **DESCRIPTION OF PROJECT ALTERNATIVES:**

Introduction

The City of Goleta is proposing a flood control capital improvement project along a section of San Jose Creek at the Hollister Avenue Bridge. The proposed project is the design and installation of modifications to the existing concrete channeling and flood protection to provide improved flood protection. Components of the proposed project include the removal and replacement of portions of the existing concrete channeling with an improved channel design, removal and widening of the existing Hollister Avenue Bridge, removal of an existing secondary steel bridge (located approximately 100 feet downstream of the Hollister Avenue Bridge), and relocation of an existing sewer line currently suspended from the steel bridge so that it is no longer susceptible to damage from flood flows and debris flowing down San Jose Creek. The sewer line would be relocated to go east underneath State Route 217 and thereby eliminate a sewer line crossing of San Jose Creek.

This joint Mitigated Negative Declaration/Environmental Assessment (MND/EA) is intended to fulfill the requirements of the California Environmental Quality Act (CEQA) (PRC 21000 et seq.) and the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370d). This EA has also been prepared to address requirements of the following statutes:

- National Historic Preservation Act (NHPA), 16 U.S.C. §§ 470-470x-6;
- Clean Water Act (CWA), 33 U.S.C. §§ 1251-1387;
- Clean Air Act (CAA), as amended, 42 U.S.C. §§ 7401-7671p, including 1990 General Conformity Rule;
- Executive Order (EO) 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, 11 February 1994;
- EO 13045 – Protection of Children from Environmental Health Risks and Safety Risks, 23 April 1997;
- Endangered Species Act (ESA), 16 U.S.C. §§ 1531-1544;
- Resource Conservation and Recovery Act (RCRA), 42 U.S.C. § 6901 et. seq., as amended;
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 U.S.C. § 9601 et. seq., as amended;
- EO 13101 – Greening the Government Through Waste Prevention, Recycling, and Federal Acquisition;
- EO 13123 – Greening the Government Through Efficient Energy Management; and
- EO 13148 – Greening the Government Through Leadership in Environmental Management.

The City of Goleta is the state lead agency for CEQA compliance. This MND/EA is being jointly prepared in accordance with NEPA because proposed project funding may be requested from various federal funding sources including the Federal Emergency Management Agency (FEMA). However, no federal lead agency has been identified at this time.

This document follows the City of Goleta Initial Study/Mitigated Negative Declaration checklist; however, some sections of the document have been modified to include standard components of NEPA documents.

Background

The Santa Barbara County Flood Control District (SBCFCD) is an independent special district that owns and maintains the San Jose Creek flood control channel. Their primary mission is to provide flood protection. The City owns and maintains the Hollister Avenue Bridge. The City is a participant in the National Flood Insurance Program (NFIP) and has regulatory authority over all flood hazard areas within the City. Any modifications to the channel must be approved by the SBCFCD. In addition, FEMA must approve any changes to the flood hazard maps resulting from this project. Both the City and SBCFCD have permit authority and a vested interest in completion of the project. The City is requesting that SBCFCD participate in funding construction of the project. SBCFCD would continue to maintain this section of creek after the project is finished.

Purpose

The purpose of this project is to eliminate an existing flood hazard in the Old Town area of the City of Goleta (extending from Hollister Avenue south to the ocean and between Kellogg Avenue and Fairview Avenue). The proposed project would implement capital improvements to existing infrastructure associated with San Jose Creek at the Hollister Avenue Bridge consistent with Implementation Action SE-IA-2 and Safety Element Policy SE 6.8 of the City of Goleta General Plan (2006). The purpose and related objectives of the proposed project are to:

- Engineer and implement an improved channel design for San Jose Creek (the creek is currently channeled at the project location; however, the existing design does not adequately provide flood protection to the area).

Need

The proposed project is needed to eliminate the current flooding that occurs in much of Old Town Goleta due to breakout along San Jose Creek (flooding of Old Town Goleta from San Pedro Creek would not be eliminated with this project). Under existing conditions, hazards associated with the breakout of San Jose Creek occur, resulting in historic flooding extending from Hollister Avenue south to the ocean and between Kellogg Avenue and Fairview Avenue. To eliminate the San Jose Creek flooding hazard in a large part of Old Town Goleta, the City of Goleta identified the need for a capital improvements project to re-design portions of the existing channeling of the creek, extending from Hollister Avenue to the termination of the channel (City of Goleta 2006).

The project also involves relocating a sewer line that is currently suspended from the metal secondary access bridge, thereby eliminating the potential for damage to this pipeline from high flows and debris that could result in spills to the creek.

6.1 Proposed Project

Channel Modifications

Vertical-Bank Section Approximately 430 feet of the concrete-lined channel, extending from 35 feet upstream to 285 feet downstream of the existing bridge at Hollister Avenue, would be removed and replaced with new vertical concrete banks that are 15 feet high (see Sheets 2 and 3 in Attachment A). A 430-foot section of the concrete channel bed would also be removed and left unpaved as a natural stream bed approximately 50 feet wide. At the downstream end of the vertical wall section, a concrete transition would be constructed to join the new vertical walls with the existing sloped concrete walls.

The most likely method for construction of the new vertical bank would be by using drilled pier and wood lagging shoring faced with a concrete wall. First, holes for H-beams would be drilled along the edge of the new bank location. The holes would be approximately 24 inches in diameter and 30 feet deep. The H-beams would be placed in the holes by a crane, and the space around the beams would be filled with cement slurry. After the beams are in place, the sloping part of the bank would be excavated in lifts. Once 6 to 8 feet of the sloping bank is removed, wooden lagging planks would be inserted between the beams to hold the earthen bank in place. Tie-backs may also be installed into the bank. The remainder of the wall would be excavated, and the remainder of the wood lagging would be placed. A reinforced concrete wall would then be installed, most likely using a shot-crete method, over the wooden lagging to form the new vertical creek bank wall.

Preliminary analysis indicates a 3- to 6-foot scour depth requiring the walls and bridge abutments to extend below the scour depth. Excavation below the creek bed would likely require dewatering to lower the groundwater and keep the excavated trench dry. Dewatering would be by use of dewatering wells placed along the area to be excavated at approximately 30-foot spacing. Water from these wells would be discharged into the stream channel below the work area using energy dissipation for aeration and to prevent scour, or as specified in project permits. The final dewatering system (such as containment within a sedimentation pond or other feature prior to discharge) would be developed in accordance with all required permits and in coordination with appropriate state and federal agencies.

If any flow is present when the creek work begins or could be present at any time during the work, a diversion system would be installed to bypass that water from upstream of the work to downstream of the work. This diversion would likely consist of a temporary dike made of clean material (e.g., sand bags or gravel wrapped in plastic) and one or more pipes to carry the water downstream. Energy dissipation would be provided at the downstream end of the pipes.

Upstream of the Hollister Avenue Bridge, the vertical walls would be extended about 45 feet beyond the existing walls, and the existing creek banks would be tied into the new vertical walls using boulders as a transition. These boulders would be placed, covered with soil, and planted with native plants. At the upstream end of this channel section, the vertical walls would transition to the existing sloped banks over a distance of about 80 feet. An 18- to 42-inch high flood wall (measured from the finished grade on the outside of the channel) would be placed at the top of the vertical concrete wall and would extend approximately 300 feet downstream on the west bank (see Sheet 2 in Attachment A). The height of this flood wall would vary with the height of the bank (i.e., a higher bank would have a lower flood wall).

The existing steel vehicle bridge (located approximately 100 feet downstream of the Hollister Avenue Bridge) within the vertical bank section must be removed to provide the required channel capacity. The bridge currently provides an alternative access for businesses in the area and more importantly support for a sewer line serving the businesses on the east side of the creek. The sewer line currently hangs below the existing steel bridge and is at risk of damage from debris floating in the creek. The sewer line would be relocated to travel east under State Route 217 to an existing sewer line in Ward Drive.

The businesses between State Route 217 and San Jose Creek would retain their access to Hollister Avenue, or if access to Hollister Avenue cannot be maintained due to other improvement projects along Hollister Avenue, the metal bridge would be replaced to provide access. Jack and bore is the most likely method to be used to install the new sewer line under State Route 217 without disturbing the highway. This construction would include a jacking pit approximately 10 feet wide and 8 feet deep by 30 feet long on each side of State Route 217. From the jacking pit the pipe would be jacked (pushed with soil augured out) to the receiving pit. From each end of the jacked pipe, the new sewer pipe would be installed by trenching to connect to the existing sewer lines for the buildings on the west end and the existing sewer line in Ward Drive on the east end.

Sloped-Bank Section Beginning about 600 feet downstream of the transition from new vertical walls to existing sloped walls (approximately 1,000 feet downstream of Hollister Avenue), the existing banks would be modified by lowering the top of the bank approximately 2 to 3 feet on both sides of the creek (see Sheet 3 in Attachment A) for a distance of about 1,500 feet (Sheets 4-6, Attachment A). A new 18- to 42-inch high flood wall would be installed along the outer edge of the modified bank. Excavation for these walls would be 3 to 5 feet deep. To provide the required creek capacity and protect the flood walls from scour, the bank lining would then be extended horizontally to the flood wall. The new concrete lining and flood walls would be constructed by pouring the concrete in place. A safety fence would be installed on top of the flood wall. All work in this section of the creek would be performed from the top of the bank. The bottom 4 to 5 feet of the existing concrete channel would not be disturbed. This component of the project would occur within the Coastal Zone (see Sheets 2-6 in Attachment A).

Material Removal and Recycling

Concrete removed during the proposed channel modifications would be recycled. Excess excavated earthen materials would be used for Old Town redevelopment projects or other projects needing fill material.

Area Fill

Low areas on the banks north of Hollister Avenue that currently allow water to break out of the creek would be filled to contain creek flow (see Sheet 2 in Attachment A). Approximately 900 cubic yards of fill from the creek widening would be placed in this area with an average depth of approximately one foot. The fill may be bounded by a low wall up to 18 inches in height constructed using boulders that are partially buried in the fill. Vegetation within these fill areas would be cleared, although some trees may remain where the fill depth would not adversely affect the trees or the fill can be modified around the trees.

Hollister Avenue Bridge

The existing Hollister Avenue Bridge over San Jose Creek would be replaced with a new bridge over the wider channel. This would entail installation of new abutments for the bridge next to the creek banks followed by placement of the new bridge in sections so that 4 lanes of vehicle traffic can be maintained. Excavation for the pile caps of the abutments would be 6 to 8 feet below the elevation of the existing creek bed. Equipment would work within the creek bed during bridge construction. The railing on the new bridge would be of a design approved by the City of Goleta Design Review Board. Two vehicle lanes (12 feet each) would be included in each direction. Sidewalks (8 feet wide) would be included on both sides of the bridge, and bicycle lanes (5 feet wide) would be striped on the edges of the roadway. The new median would be approximately 5 feet wide. The median on the existing bridge is approximately 10 feet wider, and all other dimensions would remain approximately the same.

During construction, two lanes of vehicle traffic would be maintained in both directions on Hollister Avenue. Sidewalk would be maintained on at least one side of the road. Bike lanes on the roadway would be available during some phases of construction. Advance signing would be provided to advise motorists, bicyclists, and pedestrians of detour and roadway conditions. The current bridge has four vehicle lanes, striped bike lanes on both sides, sidewalks on both sides, and a 15-foot wide median.

Access

Access for the creek bank and bridge work would be from the top of the bank and via one or more temporary ramps constructed down the bank to the bed of the creek. The ramps would be located within the project limits with specific locations of these ramps determined by the contractor based on its methods of construction with approval from the City of Goleta and Santa Barbara County Flood Control. These temporary ramps would be removed when no longer needed. With the construction work in the creek occurring outside the rainy season, no conflicts would occur between contractor operations and Santa Barbara County Flood Control access. Where access in the creek has the potential to damage the creek (natural or concrete), the contractor would use temporary means to reduce the risk of damage including, as appropriate, timber mats and earth fill. Equipment coming from the south would be trucked to the site via U.S. Highway 101, State Route 217 (Ward Memorial Boulevard), and Hollister Avenue. For equipment coming from the north, the route would be U.S. 101 to Patterson Avenue and then on Hollister Avenue.

Landscaping

Vegetation removed during construction would be replaced by landscaping with native plants (see Table 1 for potential species to be used). These native plants would be installed along both sides of the creek upstream (north) of the bridge, along Hollister Avenue near the bridge, on the east side of the creek for about 140 feet downstream of the bridge, and along the west bank outside the flood wall for about 1,740 feet. In addition, as mitigation for disturbing existing riparian vegetation, selected eucalyptus trees along the creek near Armitos Avenue that prevent growth of native riparian plants and that may fall into the creek may be removed and replaced with native trees and shrubs. The eucalyptus trees in and adjacent to the creek are surrounded by other non-native species and have generally prevented native species growth and caused flood control problems in the past. Some eucalyptus trees in this area have fallen into the creek in the past and had to be cut and removed to prevent flooding (stumps remain). Approximately 10 eucalyptus trees would be removed, with the exact trees determined based on access and ecological benefits of replacement. The trees would be cut with a chain saw followed by stump killing. The cut trees would be removed using an excavator or skidsteer with grabber. Native and riparian vegetation removal and replacement is described in more detail under the impact discussion for Biological Resources below.

Table 1. Landscape Plants

Common Name	***Scientific Name***
Western sycamore	*Platanus racemosa*
Fremont cottonwood	*Populus balsamifera trichocarpa*
Coast live oak	*Quercus agrifolia*
Toyon	*Heteromeles arbutifolia*
Coyote brush	*Baccharis pilularis*
California rose	*Rosa californica*
Lemonadeberry	*Rhus integrifolia*
Arroyo willow	*Salix lasiolepis*
Blue elderberry	*Sambucus mexicana*

Table 1. Landscape Plants (continued)

Common Name	***Scientific Name***
Mulefat	*Baccharis salicifolia*
Wild blackberry	*Rubus ursinus*
Gooseberry	*Ribes speciosum*
Giant wild rye	*Leymus condensatus*
California melic grass	*Melica californicus*
Purple needle grass	*Nassella pulchra*
Note: All plants proposed for landscaping are native to the region. The final listing of plants used would be modified based on availability.	

Construction Schedule

Construction is scheduled to begin in March 2008. The first activities would be outside the creek. Work within the creek is to be completed during the dry season, generally from April 1st through October 31st. Work within the creek would not occur during the rainy season. The bridge rails and road work are scheduled to be completed in January 2009. The bridge work and disruption of traffic on Hollister would occur from March 2008 to January 2009. Placement of vertical banks near the bridge would be done concurrently with bridge construction. The downstream channel modification must be completed either before the bridge construction or concurrently.

If necessary approvals cannot be obtained, right-of-way acquired, and design completed to allow the award of a contract in January 2008, the main portion of project construction in the creek would need to be delayed an entire year to conform to the required environmental construction windows. The time between award of contract in January and start of work in the creek in April is needed to prepare and review detailed shop drawings for the structures and to precast various components of the structure so that construction can be completed within the non-rainy season.

6.2 ”Steel” Bridge Replacement Option

The existing steel vehicle bridge within the vertical bank section, approximately 100 feet downstream of the Hollister Avenue Bridge, must be removed to provide the required channel capacity. Under the proposed project, the steel bridge would be removed and not replaced. However, one option being addressed in this document is to replace the steel bridge. The bridge would be designed to accommodate the new channel design. To maintain required clearance between the bottom of the bridge and creek flood flows, the new bridge deck elevation would be approximately 2.5 feet above the existing grade on the west side of the bridge and approximately 1 foot above the existing grade on the east side of the bridge. The change in bridge elevation on the east side could be accommodated by ramping the existing asphalt with little impact on the use of the adjacent paved area. On the west side of the bridge, the change in elevation would require the elimination of three existing parking spaces between the bridge and the Sizzler Restaurant due to the ramping and may required changes to the Sizzler Development Plan. Similar to the Hollister Avenue Bridge replacement, equipment would work within the creek bed during bridge construction. Bridge design would be approved by the City of Goleta Design Review Board.

All other project components under this option would be identical to the proposed project.

6.3 No Action Alternative

The No Action Alternative would not reduce or eliminate flooding in Old Town Goleta. As flooding would not be eliminated or reduced, the No Action Alternative would be inconsistent with General Plan policy SE-IA-2, which requires a flood control project at San Jose Creek. Modification of existing concrete channeling along San Jose Creek, replacement of the Hollister Avenue Bridge, and relocation of the sewer line currently suspended under the downstream metal bridge would not occur. The No Action Alternative would leave the proposed project area and vicinity in its current condition and subject to potential sewer spills.

While the No Action Alternative is not considered a reasonable alternative because it does not meet the purpose and need for the proposed action, it does provide a measure of the baseline conditions against which the impacts of the proposed action can be compared. In this MND/EA, the No Action Alternative is represented by the baseline conditions described in the Environmental Setting section of each resource area.

6.4 Description of Alternatives Considered but Eliminated

Numerous concepts were evaluated in determining how to best eliminate the current flooding that occurs in much of Old Town Goleta due to breakout along San Jose Creek. The following sections describe the process used in the alternatives selection and the reasons why all but the proposed project were not feasible.

6.4.1 Alternative Identification and Selection Process

Selecting the proposed project involved an extensive and comprehensive evaluation process. A wide range of alternatives were identified and analyzed based on several different environmental and engineering factors. The following details this process.

In May 2004, the City of Goleta initiated a process to identify any and all possible measures to reduce or eliminate flood damages in Old Town Goleta caused by overflows from San Jose Creek. A multi-disciplinary team was formed to create and evaluate potential improvements and/or modifications to San Jose Creek that would reduce or eliminate overflows upstream of Hollister during 100-year flood events. The team included a biologist specializing in riparian enhancements, a river hydro morphologist, structural engineers familiar with South Coast area hydraulics and hydrology, County Flood Control District personnel, and City of Goleta personnel.

During the first meeting, the team participated in a facilitated brainstorming session that generated over 75 ideas to reduce the flooding caused by San Jose Creek. These ideas were restated as specific improvements, actions or measures and grouped by category and type. This list of measures was then reviewed by the entire team for overall feasibility. Measures that where clearly infeasible due to environmental constraints were removed from further consideration.

The remaining alternatives where then ranked using a matrix based on the following criteria:

- Ability to reduce flooding in Old Town Goleta
- Environmental Benefits, Opportunities and/or Challenges

- Disruption to the community – Risk of Upset
- Ease of implementation
- Impacts to fish passage
- Secondary impacts to floodplain
- Risk of flooding caused by debris
- Cost

The top ranking alternatives were then selected for further detailed analysis. These alternatives included but where not limited to the following:

- Installation of micro retention/detention facilities upstream of Hollister Avenue
- Installation of check dams for retention/storage upstream of Hollister Avenue
- Lowering of stream channel for increased storage capacity upstream of Hollister Avenue
- Diversion of creek flows eastward across Hwy 217 to Atascadero Creek.
- Diversion of creek flows into Old San Jose Creek
- Full removal of concrete channel downstream of Hollister Avenue
- Partial removal of concrete channel downstream of Hollister Avenue.
- Installation of a parallel box culvert under Hollister Avenue
- Construction of a localized depression in the stream bed to accelerate flow under the Hollister Avenue Bridge
- Replacement of Hollister Avenue bridge
- Widening of channel downstream of Hollister
- Construction of floodwalls/berms upstream and/or downstream of Hollister Avenue
- Lowering of Kellogg Avenue to contain floodwaters
- Elimination of bridge downstream of Hollister Avenue
- Installation of a debris racks upstream of Hollister Avenue
- Other methods of debris diversion upstream of Hollister Avenue
- Lowering of channel shoulders downstream of Kellogg Avenue

The alternative with the highest overall ranking involved replacing the Hollister Avenue Bridge and approximately 430 feet of concrete channel with a wider natural bottom channel with vertical instead of diagonal walls. The project as conceptualized after this initial evaluation met all project objectives including reduction of flooding in Old Town, environmental benefits such as improved fish passage, and minimal disruption to the community and could be constructed with the available funding.

Further analysis, however, identified a fatal flaw with this conceptual project. The project would have increased flooding to businesses along Kellogg Avenue *downstream* of Hollister Avenue. Reducing flooding in Old Town and increasing flooding to businesses along Kellogg Avenue is unacceptable to regulatory agencies and adversely affected private property owners. Additional alternative analysis work was performed to develop a solution that would substantially reduce or eliminate increased flooding to businesses along Kellogg Avenue while still substantially reducing or eliminating flooding in Old Town. Many alternatives were considered for modifying the channel along Kellogg Avenue to accommodate the flow diverted from Old Town. These alternatives included a completely natural channel and a channel with a natural bottom. However, as further described in Section 6.4.2, a completely natural channel would require removing Kellogg Avenue and most of State Route 217 to provide a wide enough creek to contain a 100-year flood event. A channel with a natural bottom would require constructing unsightly 12-foot high vertical walls on each side of the channel above the creek bank.

Ultimately, a feasible solution was developed that included additional modifications to the concrete channel directly downstream of the originally proposed project to contain the increased flow. This solution included lowering the top of the existing concrete channel (lowering the shoulders of the channel) and adding 42-inch high vehicle barriers/flood walls on each side of the channel to contain the increased flow diverted from Old Town. Over the next six months, sufficient details were developed to create a level of preliminary engineering required for the CEQA review process. Extensive modeling and adjustments to the design were made to keep the flood wall height at no more than 42 inches. Removal of 430 feet of concrete bottom under and immediately downstream of the Hollister Avenue Bridge was still included as part of the project as well.

6.4.2 Rationale for Alternative Elimination

The proposed project alternative requires the replacement of the Hollister Avenue Bridge over San Jose Creek with downstream channel modifications, including flood walls, to contain the flood flows. Six alternatives, in addition to the proposed project, were evaluated further for feasibility. Feasibility included ability to contain a 100-year storm within the creek channel and cost within available funding. The following alternatives were evaluated and dismissed as either not providing adequate flood protection or being too costly for the reasons described below.

<u>Alternative 1: Less than 100-year storm capacity downstream of Hollister Avenue</u>. In this alternative, improvements to the channel would not be sufficient enough to protect flood-prone areas during large runoff events. The improvements may include partial widening of the bridge under Hollister Avenue and flood walls but no lowering of the channel shoulders. With less than a 100-year storm capacity, water would continue to break out of the creek upstream of the Hollister Avenue Bridge, and flood maps would continue to show Old Town Goleta and the area along South Kellogg in a flood zone. Flooding could be decreased for some businesses but would be increased for others. For example, reducing flooding in the Hollister Avenue area of Old Town Goleta would increase flooding in the South Kellogg Avenue area and increase the flooding over State Route 217. Increasing flooding for some properties is not acceptable to the adversely affected properties and regulatory agencies. Increasing flooding for some properties would also result in lawsuits against all parties involved in the project. 100-year storm event flooding would continue to require elevating any new buildings above the flood plain. As a result, this alternative is not feasible.

<u>Alternative 2: Widen creek under bridge</u>. Widening the creek at the Hollister Avenue Bridge would decrease flooding in Old Town Goleta along Hollister Avenue. However, leaving the existing channel south of the bridge as it is would increase flooding in the South Kellogg Avenue area and over State Route 217. This would transfer the flooding problem from one area to another. Increasing flooding for some properties is not acceptable to the adversely affected properties and regulatory agencies. Increasing flooding for some properties would also result in lawsuits against all parties involved in the project. As a result, this alternative is not feasible.

<u>Alternative 3: Natural channel along South Kellogg Avenue</u>. Taking out the concrete channel lining in the creek where it parallels South Kellogg Avenue would require widening the channel substantially to carry high flows without flooding adjacent areas. The total width necessary to accommodate a 100-year storm flow in a natural channel would be approximately 250 feet, which would require removal or relocation of all of the South Kellogg Avenue right-of-way and much of the State Route 217 right-of-way. Neither of these roadway changes is feasible because both carry significant traffic and provide access to businesses and public institutions.

Alternative 4: Natural bottom channel within vertical concrete walls. This alternative would include widening the channel as much as possible while maintaining Kellogg Avenue on the west side of the creek and State Route 217 on the east side of the creek. (The channel bottom would be left in a natural state.) In order to convey 100-year flood flows, 10-foot high concrete flood walls would need to be constructed along Kellogg Avenue and State Route 217. This option is not feasible for several reasons. The County Flood Control District would not maintain the walled section because access would not be possible due the significantly higher wall height. The lack of access for Flood Control maintenance would put the entire community at risk of flooding when the channel becomes blocked by debris during a storm event. This option is also more than three times the cost of the current project with no funding available for the difference. The walls could also create significant impacts to the community including introducing blight, blocking views, and cutting visual access from State Route 217 to the businesses along Kellogg Avenue.

Alternative 5: Upstream detention to reduce peak flows. This alternative would involve lowering the grade of an open space corridor between Cathedral Oaks Road and Berkeley Road. The available area was estimated to be about 90 acres. Mature oak trees exist throughout the area limiting the amount of excavation that could be done. Excavating the area would create some detention storage volume to pull the peak flow off the creek. To pull this peak flow off the creek would require the construction of a hard weir along a stretch of the creek. To be effective, the creek through the weir area would have to have a uniform cross section and smooth flow (i.e., be concrete lined). The detention area would have to have banks that are higher than the creek and a way to drain the water back into the creek after the peak flow has passed. Floating debris would be deposited into the detention basin and would require removal. There would also need to be a way to close the open space area when large creek flows are predicted. The volume that could be created by excavation was estimated to be 36 acre feet. This volume of detention could theoretically reduce the 100-year storm peak flow by approximately 600 cfs. For reference, the 100-year design flow is 5,400 cfs. The dramatic disruption to an established natural open space area, alteration of a natural creek area for the weir, and the cost of construction would not be justified. No other significant opportunities for detention areas were found. To solve the Old Town flooding problem with a detention basin would require a detention basin that is 10 times as large as the available space. The only way to achieve such a large basin would be to remove many existing houses. Therefore, this alternative would not be feasible overall.

Alternative 6: New box culvert for flood flows. In this alternative, a new box culvert would be constructed parallel to the creek channel for conveyance of flood flows exceeding the existing channel capacity. This would require extensive excavation adjacent to the creek channel from upstream of the bridge to the drive-in theater. Land disturbance would be more extensive, and the costs would be more than three times that of the proposed project causing this alternative to be infeasible.

6.5 Measures Included as Part of the Proposed Project

Several measures have been agreed to by the project proponent and are included as part of the proposed project to reduce impacts on the environment. Specific measures that are proposed as part of the project description are described in detail following each resource discussion. These measures are required and are considered part of the proposed project.

6.6 List of Cumulative Projects

A list of projects included as part of the cumulative analysis is included as Attachment C. Resource-specific cumulative analysis is provided under each resource description.

6.7 Statement on Environmental Justice

EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requires that federal agencies (or projects with a federal nexus) make achieving environmental justice part of their mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations.

The purpose of the proposed project is to eliminate an existing flood hazard in the Old Town area of the City of Goleta through implementation of capital improvements to existing infrastructure associated with San Jose Creek at the Hollister Avenue Bridge. The proposed project would provide benefits to the local community by reducing the flood hazard associated with San Jose Creek. As a result, no component of the proposed project would not have a disproportionate effect on environmental justice populations (a disproportionate effect is defined as an effect that is predominantly borne, more severe, or of a greater magnitude in areas with environmental justice populations than in other areas).

7. APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES:

California Coastal Commission (CCC) Coastal Development Permit, U.S. Army Corps of Engineers (USACE) 404 permit, Regional Water Quality Control Board (RWQCB) 401 certification and General Stormwater Construction Permit, California Department of Fish and Game (CDFG) Streambed Alteration Agreement, Goleta Sanitary District, Caltrans, and Santa Barbara County Flood Control District.

8. SITE INFORMATION:

Site Information	
Existing General Plan Land Use Designation	North: Multiple Family/Commercial East: Multiple Family/Commercial South: Commercial/Offices West: Commercial/Offices Creek/Channel: Public & Utility
Zoning Ordinance, Zone District	Article III (Inland Zoning Ordinance), Zoned DR-10 & DR-16 (Design Residential 10 units/acre & Design Residential 16 units/acre)
Site Size	Approximately 1,750 linear feet of San Jose Creek in the vicinity of Hollister Avenue.

Site Information	
Present Use and Development	Existing bridge over San Jose Creek and concrete lined creek channel
Surrounding Uses/Zoning	North: Commercial/Multiple family housing South: Commercial/Offices/ Industrial - Coastal Zone occurs approximately 1,900 feet south of Hollister Avenue Bridge (see Attachment, A Sheets 2 through 6). East: State Route 217 West: Commercial/Offices./Industrial Creek/Channel: Public & Utility
Access	Existing: via Hollister and Kellogg avenues Proposed: same plus ramp into creek
Utilities & Public Services	Water Supply: N/A Sewage: N/A Fire: SB County, Fire Station 12, 5330 Calle Real School Districts: N/A

9. ENVIRONMENTAL SETTING

Resource specific descriptions for all areas potentially affected by the project are provided below under Section 13, Issue Areas.

Slope/Topography

The project area is located in the Goleta Valley, and topography is generally flat with very minor sloping south/southwest towards the Pacific Ocean. At the proposed project site, San Jose Creek is at an elevation of approximately 35 feet above mean sea level. The creek parallels State Route 217 southwest towards Goleta Slough for approximately 1.5 miles.

Fauna

Although the riparian corridor within the project area on the north side of Hollister Avenue is located immediately adjacent to urban areas, the dense riparian vegetation and the continuous presence of fresh water provides cover, forage, and den and nesting habitat for several wildlife species. Terrestrial wildlife observed within the riparian zone during wildlife surveys included Pacific chorus frog (*Pseudacris regilla*); mammals such as raccoon (*Procyon lotor*), California ground squirrel (*Spermophylus beecheyii*), and pocket gopher (*Thomomys bottae*); and common bird species including great blue heron (*Ardea herodias*), American crow (*Corvus brachyrhynchos*), mourning dove (*Zenaida macroura*), acorn woodpecker (*Melanerpes formicivorus*), western scrub jay (*Aphelocoma californica*), black phoebe (*Sayornis nigricans*), common yellowthroat (*Geothlypis trichas*), California towhee (*Pipilo crissalis*), and song sparrow (*Melospiza melodia*).

Common raptor species, including red-tailed hawk, would be expected to occur in the vicinity; however, no nesting raptors or other evidence of bird nesting was identified during project-specific bird surveys.

Additionally, the partially armored threespine stickleback (*Gasterosteus aculeatus macrocephalus*) was very abundant in June 2005, and small schools of California roach (*Lavinia symmetricus*) were also present. The stickleback is native to this area while the roach is not. Mosquitofish (*Gambusia affinis*), a non-native, are likely to also be present in the creek.

Flora

Naturally occurring vegetation along the unchanneled sections of the creek north of Hollister Avenue is characterized by dense stands of riparian woodland including arroyo willow (*Salix lasiolepis*), occasional western sycamore (*Platanus racemosa*), and scattered coast live oak (*Quercus agrifolia*) in areas more distant from the creek. Understory vegetation is mostly non-native species including German ivy (*Senecio mikanioides*), giant cane (*Arundo donax*), and periwinkle (*Vinca minor*). Native species such as blackberry (*Rubus ursinus*) and virgin's bower (*Clematis* sp.) are also common, especially on the west side of the creek.

Downstream of the Hollister Avenue Bridge, the channel has a concrete bottom and sides and does not support vegetation, other than filamentous green algae during low flows. The tops of the banks in the channeled sections do support occasional native tree species such as western sycamore and coast live oak. There are also several non-native trees such as eucalyptus (*Eucalyptus* sp.).

Other vegetation in the vicinity of the proposed project includes mostly non-native species and is generally weedy in nature. Landscape plantings associated with roads include bottle brush (*Callistemon* sp.), oleander (*Nerium oleander*), Leptospermum (*Leptospermum* sp.), and ngaio tree (*Myoporum lantum*), which line the area between State Route 217 and San Jose creek. Native shrubs such as coyote brush (*Baccharis pilularis*) are scattered among the landscape plantings. Understory vegetation consists of non-native annual grasses such as bromes (*Bromus* spp.) and oats (*Avena* spp.) and other non-native species such as iceplant (*Carpobrotus edulis*).

Archaeological Sites

The Hollister Avenue Bridge over San Jose Creek is located within the Barbareño Chumash cultural area, which includes evidence of human occupation dating to over 9,500 years ago. The bridge is located in an area considered to be a highly sensitive zone for archaeological resources. A cultural resources record search of relevant archaeological and historic documents, and a surface search were undertaken within the vicinity of the Hollister Avenue bridge over San Jose Creek. One recorded archaeological site was identified within approximately ½ mile of the bridge. CA-SBA-2204/H, the 1880 Joseph Sexton house and barn, is located approximately 1,640 feet from the project area. No other cultural resources were identified or observed.

Surface Water Bodies

San Jose Creek is the subject of the proposed project. The creek is intermittent to perennial with high variability in flows, ranging from dry to large flood events. The creek flows approximately 9 miles from its headwaters to the Pacific Ocean and drains approximately 6,080 acres (City of Goleta 2006). Creek flows correlate strongly with rainfall because of the short flow distance and the steep gradient of many reaches. High creek flows occur during and immediately after heavy rainfall events, which occur almost exclusively between November and April in the project area. Generally, low surface flows or dry conditions exist between rainy periods. Perennial sections are usually in the mountains and foothills (Padre 2003). The project area has intermittent flow as a result of rain events. Within the proposed project area, the creek has a shallow gradient and is surrounded by urban and agricultural development. The creek is channeled downstream of the Hollister Avenue Bridge with concrete banks and bottom. Upstream of the bridge, the creek has natural banks and bottom.

Surrounding Land Uses

The project vicinity contains a range of commercial, vacant, residential, and accompanying land use/zoning designations. The City of Goleta Final General Plan designates the following land uses adjacent to the site: multiple family, offices, industrial, and commercial. Zoning to the north and east of Hollister Avenue Bridge is multiple family/commercial; zoning to the south and west of the bridge is commercial/offices.

The Coastal Zone boundary occurs approximately 1,900 feet south of the Hollister Avenue Bridge and includes the downstream section of San Jose Creek as well areas to the east and south.

Existing Structures

Structures in the vicinity of the proposed project are limited to buildings associated with commercial development. Hollister Avenue crosses San Jose Creek at the proposed project area (Hollister Avenue Bridge), and a small metal bridge is also present just downstream of Hollister Avenue.

10. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist and analysis on the following pages:

- □ Aesthetics
- □ Agricultural Resources
- ■ Air Quality
- ■ Biological Resources
- ■ Cultural Resources
- ■ Geology/Soils
- ■ Hazards and Hazardous Materials
- ■ Hydrology/Water Quality
- ■ Land Use/Planning
- □ Mineral Resources
- ■ Noise

- □ Population/Housing
- □ Public Services
- □ Recreation
- ■ Transportation/Traffic
- □ Utilities/Service Systems
- ■ Mandatory Findings of Significance

11. DETERMINATION

On the basis of this environmental checklist/initial study:

- □ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- ■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- □ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- □ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- □ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental document, including revisions or mitigation measures that are imposed upon the proposed project and that a subsequent document containing updated and/or site specific information should be prepared pursuant to CEQA Sections 15162/15163/15164.
- □ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental document, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Patricia S. Miller

21 May 2007

Patricia S. Miller, Manager
Current Planning Division

Date

12. EVALUATION OF ENVIRONMENTAL IMPACTS:

(a) All answers must take into account the whole action involved, including project-specific, cumulative, construction, operational, onsite, offsite, direct, and indirect impacts. The explanation of each issue should identify the existing setting, any applicable threshold of significance, impacts, mitigation measures, and residual impact statement.

(b) A brief explanation is required for all answers except "No Impact." The discussion must be supported by appropriate information sources. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to requests such as the proposed project.

(c) The checklist answers must indicate whether the impact is: Potentially Significant, Less than Significant with Mitigation Incorporated, Less than Significant, or No Impact.

(d) A "Potentially Significant" response is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant" entries when the determination is made, then an EIR is required.

(e) A "Less than Significant with Mitigation Incorporated" response is appropriate where such incorporation of mitigation would reduce a potentially significant impact to a less than significant level. If there are one or more "Less than Significant with Mitigation Incorporated" entries when the determination is made, then a Mitigated Negative Declaration may be prepared.

(f) Supporting Information Sources: References and sources should be attached, including but not limited to, reference documents, special studies, other environmental documents, and/or individuals contacted.

13. ISSUE AREAS:

AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect on a scenic vista?			✓		
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			✓		
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✓	

Existing Setting

San Jose Creek in the project area is visible from Hollister Avenue, Kellogg Avenue, and Ward Memorial Drive (State Route 217), as well as from several businesses located adjacent to the creek on the south side of Hollister Avenue. South of Hollister Avenue to the end of the project, the creek is a concrete lined channel with scattered trees and shrubs along the top of the bank. North of Hollister Avenue, dense trees line the creek. The Santa Ynez Mountains are visible to the north from the project site. According to the Goleta General Plan, a local scenic corridor is one that passes through, or provides visual access to, areas of high scenic value. State Route 217 is a local scenic corridor adjacent to the project site. Hollister Avenue is a local scenic corridor approximately 0.75 miles west of the project site, but not directly adjacent to the site (per General Plan VH 2.1 and Scenic Resources Map).

Thresholds of Significance

A significant Aesthetic impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, the City's *Environmental Thresholds & Guidelines Manual* instructs the project evaluator to assess visual/aesthetic impacts through a two step process. First, the visual resources of the project site must be evaluated including the physical attributes of the site, its visual uniqueness, and its relative visibility from public viewing areas. Of particular concern are visibility from coastal and mountain areas, as well as its visibility from the urban fringe and travel corridors. Secondly, the potential impact of the project on visual resources located onsite and on views in the project vicinity which may be partially or wholly obstructed must be determined. This step includes an evaluation of the project's consistency with city and state policies on the protection of visual resources.

Project Specific Impacts

Impacts presented below would predominately occur outside of the Coastal Zone and be associated with the replacement of the Hollister Avenue Bridge and restoration of the native areas of San Jose Creek disturbed by the project. Parts of the project that would occur along Kellogg Avenue, including a portion of the low retaining wall and safety fence, would occur within the Coastal Zone boundary (Coastal Zone boundary is approximately 1,900 feet south of the Hollister Avenue Bridge (see Sheets 2-6 in Attachment A).

Proposed Project

a) Although more expansive views of the surrounding area from Hollister Avenue and Fairview Avenue are limited due to existing development and landscaping in the vicinity of the project site, views of the Santa Ynez Mountains are available from many vantage points in the area. Views to the north from Hollister Avenue, a car lot and riparian area, would not be significantly affected by the bridge replacement. To the east of the project site is State Route 217, which is a local scenic corridor but would not be impacted significantly by the project as discussed below. While a temporary obstruction of views may occur during project construction, the duration of construction would be brief and would result in less than significant impacts. Upon project completion, views from the scenic corridor would be similar to what they currently are. Views to the west from the bridge replacement site are commercial in nature and would not change significantly with the proposed project.

b) The proposed project does not lie within, or affect any views from, a Scenic Highway as designated by the State of California. As such, the project would not result in any impacts on scenic resources within a Scenic Highway viewshed.

c) The visual character of the site would not be changed significantly as a result of the proposed project. The project area is predominately commercial and industrial and no new structures that would substantially alter the existing vista are included as part of the project. Construction would be visible to motorists and pedestrians in the vicinity of the project area; however, all changes in vista would be temporary and associated with construction. Although minor changes in the bridge design are included, these changes would not substantially alter the existing commercial characteristic of the area. Within 300 feet of Hollister Avenue, nearly all work would occur within the creek. Downstream of that, work would be from the top of the bank. Where the creek is adjacent to Kellogg Avenue, the new low retaining wall and fence would include native vegetation. Additionally, all natural areas temporarily disturbed by the project would be restored immediately following construction. Because the project would not permanently change the commercial nature of the project vicinity and all native areas would be restored following the temporary construction period, impacts would be less than significant.

d) Lighting features would remain unchanged. The bridge replacement and any modifications to the existing concrete-lined creek channel would not constitute any increase in light or glare in or around the project site, and as a result, no new impacts associated with light and glare would occur.

“Steel” Bridge Replacement Option

a) In addition to the replacement of the Hollister Avenue Bridge, a secondary access bridge would be replaced under this option. The bridge replacement would occur in the same location as the existing bridge. Although more expansive views of the surrounding area from Hollister Avenue and Fairview Avenue are limited due to existing development and landscaping in the vicinity of the project site, views of the Santa Ynez Mountains are available from many vantage points in the area. Views to the north from Hollister Avenue, a car lot and riparian area, would not be significantly affected by the ”steel” bridge replacement or the Hollister Avenue Bridge replacement. To the east of the project site is State Route 217, which is a local scenic corridor (VH 2.3 of the General Plan) but not a scenic state highway, would not be impacted significantly by the project. Views to the west from the bridge replacement site are commercial in nature and would not change significantly with the proposed project. All other impacts would be identical to those presented under the proposed project and would remain less than significant.

b-d) Impacts under this option would be identical to those described under the proposed project.

No Action Alternative

The No Action Alternative would not replace the Hollister Avenue Bridge, or relocate the sewer line currently suspended under the small metal bridge. The No Action Alternative would leave the proposed project area and vicinity in its current condition, and there would be no temporary change to the visual character or vistas of the project area.

<u>Cumulative Impacts</u>

The project would not contribute to cumulative aesthetic impacts.

<u>Required Mitigation Measures</u>

Because significant impacts would not occur, no mitigation measures are proposed.

<u>Residual Impact</u>

There would be no residual aesthetic impacts.

AGRICULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓	
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?				✓	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				✓	

Existing Setting

The proposed project is not on or adjacent to land currently under agricultural operation. Based upon the Farmland Mapping and Monitoring Program for the California Resource Agency, the proposed project area is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. To the south-east of the project site there is Prime Farmland as well as farmland of State and Local Importance. However, these farmland areas are to the east of State Route 217 and would not be impacted by project construction or operation.

Thresholds of Significance

The City's *Environmental Thresholds & Guidelines Manual* sets forth criteria for evaluating the significance of a project's impact on Agricultural Resources based on the above checklist. A project may pose a significant environmental effect on agricultural resources if it conflicts with adopted environmental plans and goals of the City or converts prime agricultural land to non-agricultural use or impairs the agricultural productivity of prime agricultural land.

Project Specific Impacts

Proposed Project

a-c) Based upon the Farmland Mapping and Monitoring Program for the California Resource Agency, the proposed project does not affect an agricultural resource area and thus does not impact designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed project would not displace or occur adjacent to any existing farmlands or agricultural lands. It would not affect any lands designated for agricultural uses in the City of Goleta General Plan, nor would it affect any agriculturally zoned parcels, or parcels under a Williamson Act Contract. The proposed project would not involve any other changes to the existing environment that could result in conversion of farmland to non-agricultural uses. As a result, no impacts on Agricultural Resources would occur.

"Steel" Bridge Replacement Option

a-c) Impacts under this option would be identical to those described under the proposed project.

No Action Alternative

The No Action Alternative would not replace the Hollister Avenue Bridge, or relocate the sewer line currently suspended under the small metal bridge. The No Action Alternative would leave the proposed project area and vicinity in its current condition. Without the proposed bridge replacement project, benefits of improved flood control would not be recognized by regional agricultural resources.

Cumulative Impacts

The proposed project would not contribute to any cumulative impact on agricultural resources within the City of Goleta.

Required/Recommended Mitigation Measures

Because no impacts would occur, no mitigation measures are proposed.

Residual Impact

No residual impacts (either project-specific or cumulative) on Agricultural Resources would occur as a result of project implementation.

AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Conflict with or obstruct implementation of the applicable air quality plan?		✓			
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓			
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in a state of non-attainment under applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓			

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
d. Expose sensitive receptors to substantial pollutant concentrations?		✓			
e. Create objectionable odors affecting a substantial number of people?			✓		

Existing Setting

The proposed project is located in the South Central Coast Air Basin (SCCAB), an area that currently attains all national ambient air quality standards but does not attain the state standards for ozone (O_3) or respirable particulate matter (PM_{10}). The Santa Barbara County Air Pollution Control District (APCD) regulates air emission sources within the Santa Barbara County portion of the SCCAB. The APCD has developed the (1) *2001 Santa Barbara County Clean Air Plan* (*2001 CAP*) to show how the County would maintain attainment with the national one-hour O_3 standard and (2) the *2004 CAP* to show how the County would make progress towards meeting the state one-hour O_3 standard.

Reactive organic compounds (ROC) and nitrogen oxides (NO_x) are precursors to O_3, and the generation of these pollutants and PM_{10} from project emission sources would be the main air quality issues associated with the proposed actions. Ozone is formed when NO_x and ROCs react in the presence of sunlight. According to the APCD, the major sources of O_3 precursor emissions in the County are motor vehicles, the petroleum industry, and solvent usage (paints, consumer products, and certain industrial processes). Sources of PM_{10} include grading, demolition, agricultural tilling, road dust, mineral quarries, and vehicle exhaust.

Thresholds of Significance

A significant Air Quality impact would be expected to occur if the proposed project exceeded any of the criteria noted in the above checklist. Additional thresholds are contained in the *Scope and Content of Air Quality Sections in Environmental Documents* (APCD 2006), as recommended in the City's *Environmental Thresholds and Guidelines Manual* (City of Goleta 2003). The thresholds applicable to the project include (1) cause or contribute to an exceedance of an ambient air quality standard, (2) exceed the APCD health risk public notification thresholds adopted by the APCD Board, or (3) are inconsistent with the federal and state air quality attainment plans adopted for Santa Barbara County.

Short-term thresholds to evaluate NOx and ROC emissions from construction activities have not been established by the City, as the APCD determined that these activities produce only 6 percent of the total NOx and ROC emissions within the County (Santa Barbara County 1993 Rate-of-Progress Plan) and they are included in the County O_3 attainment planning processes. However, due to the fact that Santa Barbara County is not in compliance with state standards for airborne particulate matter (PM_{10}), construction generated fugitive dust (50 percent of total dust) is subject to the City's standard dust mitigation requirements.

Project Specific Impacts

Impacts presented below would predominately occur outside of the Coastal Zone and be associated with the replacement of the Hollister Avenue Bridge and restoration of the native areas of San Jose Creek. Parts of the project that would occur along Kellogg Avenue, including a portion of the low retaining wall and safety fence, would occur within the Coastal Zone boundary (Coastal Zone boundary is approximately 1,900 feet south of the Hollister Avenue Bridge (see Sheets 2-6 in Attachment A).

The majority of construction induced emissions would occur at the Hollister Avenue Bridge crossing area, outside of the Coastal Zone. Within the Coastal Zone, project construction would be limited to the placement of the low retaining wall and safety fence, on top of the banks of the creek. No creek access would be required.

Proposed Project

All potential impacts associated with Air Quality would be short-term. No new emission generating facilities would occur as part of the proposed project. In addition, the project would not increase traffic or the generation of dust following completion of construction.

a-c) Short term air quality impacts would occur during project grading. This activity would generate fugitive dust in the form of PM_{10} emissions. Since the County currently violates the state standard for PM_{10}, construction activities that generate fugitive dust emissions would be required to implement APCD standard dust control measures to ensure that these emissions remain below significant levels. Without incorporation of these measures, impacts would have the potential to be significant.

The Project also would generate combustive emissions for the duration of proposed construction activities. Since these emissions would occur intermittently over a short period of time, they would not contribute to an exceedance of an ambient air quality standard. Additionally, proposed construction emissions are included in the *2001* and *2004 CAPs* and therefore would not conflict with or obstruct implementation of these plans. As a result, combustive emissions from proposed construction activities would produce less than significant impacts to air quality.

d) Airborne pollutants resulting from the proposed project would generally be associated with short-term dust generation from construction activities. This impact would mainly occur from proposed earth moving activities. As a result, impacts resulting from short-term dust generation would have the potential to be significant.

e) Project construction activities would increase air pollutants due to the combustion of diesel fuel. Some individuals may sense that these emissions are objectionable in nature, although it is difficult to quantify the odorous impact of these emissions to the public. The intermittent nature of project construction emissions and the substantial distance between project emission sources and the nearest residents implies that these emissions would adequately disperse to below objectionable odor levels. As a result, the project would not create objectionable odors that would affect a substantial number of people.

"Steel" Bridge Replacement Option

Similar to the proposed project, all potential impacts associated with Air Quality would be short-term under this option. No new emission generating facilities would occur as part of this option. In addition, the project would not increase traffic or increase dust generation following completion of construction.

a-c) Short term air quality impacts generally occur during project grading. Preliminary earthwork quantities would be slightly less than the proposed project under this option, and would include placing an estimated 70 yd^3 of fill excavated from the channel for the bridge approaches thereby reducing the amount of excess material to be removed from the site. Similar to the proposed project, construction activities that generate fugitive dust emissions would be required to implement APCD standard dust control measures to ensure that these emissions remain below significant levels.

All other project components under this option would be comparable to the proposed project.

d) Airborne pollutants resulting from the proposed project would generally be associated with short-term dust generation from construction activities and would increase under this option because of the second bridge replacement. This impact would exist while earth moving activities are occurring. As a result, impacts resulting from short-term dust generation would have the potential to be significant.

e) Construction activities from this option would increase air pollutants due to the combustion of diesel fuel. However, due to the intermittent nature of proposed construction emissions and the substantial distance between emission sources and the nearest residents, this option would not create objectionable odors that would affect a substantial number of people.

No Action Alternative

The No Action Alternative would not replace the existing Hollister Avenue Bridge, or relocate the sewer line currently suspended under the small metal bridge. The No Action Alternative would leave the proposed project area and vicinity in its current condition and there would be no temporary air quality impacts associated with construction of the project.

Cumulative Impacts

Per the City's *Environmental Thresholds & Guidelines Manual,* a project's contribution to cumulative air quality impacts is considered significant if the project's total emissions of either NO_x or ROC exceed the long-term threshold of 25 pounds per day (ppd). The proposed project would not add to long-term emissions and thus would not cause significant cumulative impacts.

Emissions of PM_{10} from proposed construction activities, in combination with emissions from reasonably foreseeable future projects, would exacerbate the existing PM_{10} nonattainment status within the County. The project contribution to cumulative impacts would have the potential to be significant but mitigable.

Required Mitigation Measures

AQ1 **DUST CONTROL:** Dust generated by construction activities shall be kept to a minimum with a goal of retaining dust on the site. The following dust control measures listed below shall be implemented by the applicant.

a) During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.

b) During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.

c) After clearing, grading, earth-moving, or excavation is completed, the disturbed area must be treated by watering or revegetating; or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

d) Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

e) Trucks transporting fill material to and from the site shall be tarped from the point of origin.

Plan Requirements & Timing: All of the aforementioned requirements shall be noted on all plans submitted for approval of any LUP for the project.

Monitoring: City staff shall perform periodic site inspections to verify compliance.

AQ2 **DUST MONITORING:** The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress.

Plan Requirements & Timing: The name and telephone number of such persons shall be provided to City staff and the APCD. The dust monitor shall be designated prior to issuance of any LUP for the project.

Monitoring: City staff shall contact the designated monitor as necessary to ensure compliance with dust control measures.

Residual Impact

With implementation of the above mitigation measures, residual project-specific and cumulative Air Quality impacts would be considered less than significant.

BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓			
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓			
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓		

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓		
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓	

<u>Existing Setting</u>

Vegetation. Naturally occurring vegetation upstream (north) of the existing Hollister Avenue crossing of San Jose Creek consists of dense riparian woodland. The dominant tree species is arroyo willow (*Salix lasiolepis*) with scattered coast live oaks (*Quercus agrifolia*) in areas more distant from the creek. Occasional western sycamores (*Platanus racemosa*) line the creek. Upland areas to the east support a grove of non-native walnut trees that are not maintained.

The willows have been established for many years, and most of them consist of numerous branches that grow horizontally for 10 to 20 feet, then grow upward. This growth pattern is somewhat unusual, but could be caused by high stream flows or winds bending stems. Due to this growth form, individual trees provide large areas of cover, and there are relatively few trees, despite a well-developed canopy. Understory vegetation is very dense and consists of mostly non-native species including German ivy (*Senecio mikanioides*), giant cane (*Arundo donax*), and periwinkle (*Vinca minor*). Native species such as blackberry (*Rubus ursinus*) and virgin's bower (*Clematis* sp.) are also common, especially on the west side of the creek.

Downstream of the bridge (south) the channel has a concrete bottom and sides and does not support vegetation, other than filamentous green algae during low flows. Occasional trees populate the tops of the banks including native species such as western sycamore and coast live oak. There are also several non-native trees such as eucalyptus (*Eucalyptus* sp.).

The area proposed for the bridge is within a designated Environmentally Sensitive Habitat Area (ESHA). It is considered an ESHA due the presence of San Jose Creek, wetlands, and native woodlands. Drainage improvements and public road crossings are generally permitted in ESHAs where there is no feasible, less-environmentally damaging alternative and where mitigation measures would avoid or lessen impact to the maximum extent feasible (City of Goleta 2006).

Other vegetation within the area of potential effect is mostly non-native and generally weedy in nature. Several landscape plantings including bottle brush (*Callistemon* sp.), oleander (*Nerium oleander*), Leptospermum (*Leptospermum* sp.), and ngaio tree (*Myoporum lantum*) line the area between State Route 217 and San Jose creek. Native shrubs such as coyote brush (*Baccharis pilularis*) are scattered among the landscape plantings. Understory vegetation consists of non-native annual grasses such as bromes (*Bromus* spp.) and oats (*Avena* spp.) and other non-native species such as iceplant (*Carpobrotus edulis*).

A large sycamore tree known as the "Witness Tree" is located at the Sizzler Restaurant on the west side of the creek. Another large sycamore tree located on the upper bank of the creek approximately 150 feet north of the Hollister Avenue Bridge is known as the "Sister Witness Tree". Both of these trees are located outside the area of potential effect.

Wetlands. There are two wetland definitions widely-used for assessing and delineating areas as wetlands: federal and state, as defined below.

1. **Federal** wetlands are consistent with definitions maintained by the U.S. Army Corps of Engineers, pursuant to Section 404 of the Clean Water Act. This method follows the 1987 U.S. Army Corps of Engineers Wetland Delineation Manual and is recognized for most federal permits. A "wetland" under this definition determines the jurisdiction of the federal government to regulate Waters of the U.S. In general, this method requires a potential wetland area to support three separate criteria: hydrophytic vegetation, wetland hydrology, and hydric soil characteristics.

   Hydrophytic vegetation is defined as macrophytic vegetation that is adapted to, and occurs in, areas where soils are frequently or permanently saturated for sufficient duration to exert a controlling influence on the plant species present. Plant species adjacent to the delineation pit were identified and included following the "50/20 rule," meaning that plant species in each layer of the vegetation (herb, shrub, tree, and vine) were included in order of abundance until at least 50 percent of total vegetation cover was accounted for, and all species with at least 20 percent relative cover were included. Indicator status of individual plant species followed the 1988 National List of Plant Species that Occur in Wetlands (available at http://www.nwi.fws.gov/bha/).

   Wetland hydrology refers to inundation and/or saturation of the soil by flooding or a shallow water table for a prolonged period during the growing season, such that the character of the soil and vegetation are substantially different from areas that do not experience inundation/saturation in this manner. Geomorphic features associated with flooding (e.g., channels, shorelines) and sediment deposits are among the indicators of wetland hydrology.

Hydric soils are defined as soils that are sufficiently ponded, flooded, or saturated throughout the growing season to produce anaerobic conditions which favor the growth of hydrophytic vegetation (Environmental Laboratory 1987). Hydric soils are identifiable based on observable properties that result from prolonged saturated-anaerobic conditions. To assess whether hydric soil was present at each sample point, a soil pit was excavated to a depth of 16 inches (when possible), and soil attributes (including color, mottling, texture, grain size, structure, streaking, degree of saturation) were recorded on the delineation forms. Soil colors were assessed using Munsell Soil Color Charts (Munsell Color 1992). Other than direct observation of saturated conditions, low chroma (dark) soil colors are among the most conspicuous indicators of hydric soils.

2. **State** wetlands require that only one of the previously mentioned U.S. Army Corps of Engineers criteria must be met. This wetland definition is used by the California Department of Fish and Game, California Coastal Commission, the City of Goleta, and the U.S. Fish and Wildlife Service.

Both state and federal wetlands are present north (upstream) of the Hollister Avenue Bridge. A one-foot wide strip of Corps wetlands occurs at the water's edge on both sides of the creek extending upstream from the end of the concrete channel about 40 feet upstream of the bridge (north of Hollister Avenue). It is dominated by umbrella sedge (*Cyperus* sp.) and kikuyu grass (*Pennisetum clandestinum*). The federal wetlands are not well developed in terms of vegetation (i.e., do not have dense cover of wetland plants), and these plants are periodically removed by scour during high flows. The state wetland along the natural channel is substantially bigger, measuring approximately 80 feet wide, which includes vegetated banks and the flowing water channel. Some state wetland is also present adjacent to the short (about 40 feet) section of concrete channel extending upstream from the Hollister Avenue bridge. The state wetland consists of arroyo willows on the banks with an understory of blackberry (*Rubus ursinus*). The flowing channel is unvegetated, but is still considered a state wetland due to the presence of water.

The concrete channel from just upstream of the Hollister Avenue Bridge southward to below the project area is not considered to be a state or federal wetland because the channel does not meet any of the three wetland criteria, but it is considered waters of the United States. Even though water is present much to all of the year, no soil is inundated or saturated, and the hydrology criterion is not met.

Wildlife (Terrestrial and Aquatic). San Jose Creek has perennial water in at least segments upstream from the Hollister Avenue crossing because fish are present. The bottom substrate is primarily silt and sand just upstream of Hollister Avenue with some gravel and cobbles further upstream. The partially armored threespine stickleback (*Gasterosteus aculeatus macrocephalus*) was very abundant in June 2005. Small schools of California roach (*Lavinia symmetricus*) were also present. The stickleback is native to this area while the roach is not. Other fish species that could be present include mosquitofish (*Gambusia affinis*), a non-native. Steelhead (*Oncorhynchus mykiss*), a native, is discussed below under special status species. Common aquatic invertebrates are present, and filamentous green algae occur during the summer.

Although the riparian corridor within the project area is located immediately adjacent to urban areas, the dense riparian vegetation and the continuous presence of fresh water provides cover, forage, and den and nesting habitat for several wildlife species. Terrestrial wildlife observed within the riparian zone during the SAIC 2005 wildlife surveys included Pacific chorus frog (*Pseudacris regilla*); mammals such as raccoon (*Procyon lotor*), California ground squirrel (*Spermophylus beecheyii*), and pocket gopher (*Thomomys bottae*); and common bird species including great blue heron, American crow, mourning dove, acorn woodpecker, western scrub jay, black phoebe, common yellowthroat, California towhee, and song sparrow. No bats were observed at the Hollister Avenue Bridge, although they could potentially roost there. However, the amount of potential roosting habitat is small and of marginal quality. Swallows also could nest on the bridge structure.

Special Status Species. Special status species are those that are state- or federally-listed as threatened or endangered, candidates for such listing, state Species of Special Concern, or California Native Plant Society (CNPS) List 1B. A search of the California Natural Diversity Data Base (CNDDB) and other literature sources as well as field surveys of the project area indicate that few special status species could be present. Table 2 summarizes those species. No sensitive plants or wildlife were observed at the bridge or approximately 1,500 feet up or downstream of the bridge during the SAIC 2005 surveys. A number of non-sensitive bird species are expected to nest within the riparian habitat, and these birds and their nests are protected under the Migratory Bird Treaty Act (MBTA).

Table 2. Special status species potentially present in project area

Common Name	***Scientific Name***	***Status***		***Notes***
		Federal	***State/CNPS***	
Southern tarplant	*Centromadia parryi* ssp. *australis*	--	--/1B	Near the intersection of Hollister and Kellogg; last seen in 1959
Southern steelhead	*Oncorhynchus mykiss*	E	SSC	One captured in San Jose Creek in 1975
California red-legged frog	*Rana aurora draytonii*	T	SSC	Potential habitat upstream of Hollister Avenue
Sources: CNDDB 2006, NMFS no date,				

The following describes each of these species.

Southern tarplant. The southern tarplant is not expected to occur within the work areas. The CNDDB record near the intersection of Kellogg Avenue and Hollister Avenue is prior to much of the development that is currently present in that area, and none were observed by a qualified biologist during field surveys for the project in 2005.

California red-legged frog. Adults prefer dense, shrubby or emergent riparian vegetation closely associated with deep (more than 2.3 feet in depth), still or slowly moving water. However, they have been observed to occur in a variety of habitat types, including aquatic, riparian, and upland habitats with permanent water nearby. California red-legged frogs breed from November through April. Eggs hatch in 6 to 14 days while larvae take 3.5 months or longer to metamorphose. California red-legged frogs may live 8 to 10 years. The frogs disperse upstream and downstream of breeding habitat to forage and seek resting habitat. They take cover in small mammal burrows and moist leaf litter (up to 100 feet from water) in dense riparian vegetation with drying of creeks in summer, but will use other cover sites when traveling overland. Adults can be found within streams over 1.8

miles from breeding habitat and within dense riparian vegetation more than 328 feet from water. After winter rains begin, California red-legged frogs may move away from aquatic habitats, primarily at night, and can travel one mile from those habitats (USFWS 1997). Juveniles may also disperse locally shortly after metamorphosis in July-September and away from their natal habitats during warm rain events. No California red-legged frogs have been reported in the San Jose Creek drainage (CNDDB 2006), and none were observed within the channel during the USFWS protocol surveys conducted by a qualified biologist for this species in May and June 2005 (See Attachment D). Habitat potentially suitable for movement of this species was observed in the channel upstream of the Hollister Avenue bridge. The project is not within any designated critical habitat units for the red-legged frog (USFWS 2006).

Steelhead. Adult steelhead enter coastal creeks during winter runoff events from October through March, lay their eggs in gravel beds (late February through March), and then return to the ocean in the spring (March through July) before sand bars close the mouth of the creek. Fry emerge from the gravel in 2 to 6 weeks after hatching in late May to early June and disperse throughout the creek, typically occupying shallow areas along stream margins. The young remain in freshwater for one or more years before migrating to the ocean, also in March through July (NOAA 1997, Titus et al. 2003). Juvenile steelhead may spend several weeks in the coastal lagoon or estuary of a stream before entering the ocean. They reside in the ocean for 2 to 3 years before returning to their natal stream to spawn (NOAA 1997), although in wet years steelhead may return to spawn after only 1 year in the ocean (Moyle et at. 1995). The adults can spawn more than once, although most do not spawn more than twice (NOAA 1997). Optimal habitat for steelhead throughout its range on the Pacific Coast can generally be characterized by clear, cool water with abundant instream cover, well-vegetated stream banks, relatively stable water flow, and a 50:50 pool-to-riffle ratio (Raleigh et al. 1984). Although optimal water temperatures for steelhead are considered to range from 12 to 20ºC, various sources document southern steelhead as persisting in streams with water temperatures ranging from 14.4 to 25.5ºC during the summer and early fall months of drought years (Titus et al. 2003). The critical thermal maximum is reported to be up to 29.4ºC (Lee and Rinne 1980). No spawning or rearing habitat is present in the project area, although adults and juveniles could pass through the area. An adult steelhead was caught at an unspecified location in the creek in 1975 (Titus et al. 2003). The concrete lined section downstream of Hollister Avenue has been identified as a complete barrier to upstream movement of steelhead (Stoecker 2002). Other partial and complete barriers are present higher in the watershed. The project area is within the Southern California Evolutionarily Significant Unit (ESU) for steelhead that includes coastal drainages south from (and including) the Santa Maria River. San Jose Creek is within designated critical habitat for this species (NOAA 2005).

Thresholds of Significance

A significant impact on Biological Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual*.

The City's adopted thresholds of significant environmental impact(s) for biological resources indicate the potential for a significant impact if a proposed project would result in any of the following:

a) Conflict with adopted environmental plans and goals of the community where it is located;

b) Substantially affect a rare or endangered plant or animal species;

c) Substantially interfere with the movement of any migratory or resident fish or wildlife species;

d) Substantially diminish habitat for fish, wildlife, or plants.

Of these, only *d* is not covered specifically in the checklist and will be addressed as *g*.

Project Specific Impacts

Impacts presented below would predominately occur outside of the Coastal Zone and be associated with the replacement of the Hollister Avenue Bridge and restoration of the native areas of San Jose Creek. Parts of the project that would occur along Kellogg Avenue, including a portion of the low retaining wall and safety fence, would occur within the Coastal Zone boundary (Coastal Zone boundary is approximately 1,900 feet south of the Hollister Avenue Bridge (see Sheets 2-6 in Attachment A).

Proposed Project

a) Construction activities in the creek would include removal of the channel wall and bottom concrete lining, excavation of the creek banks to widen the creek, and installation of vertical walls along the banks over approximately 475 feet of the stream. These activities would be scheduled during the dry season when the creek is dry or flows are at their lowest. If flow were present, that water would be diverted through the work area using pipes. This schedule would avoid interference with movement of steelhead that enter Goleta Slough and attempt to migrate up San Jose Creek because upstream movement would not occur at that time and the concrete section poses a barrier to such movement so that no steelhead juveniles would be migrating to the ocean. As a result, no impacts to steelhead would occur. As noted in the Steelhead Assessment and Recovery Opportunities in Southern Santa Barbara County (Stoecker 2002), this particular section of creek where the in-channel work would occur is the steepest and shallowest within the project extent creating the fastest flow which results in the most difficult section for steelhead to continue to swim upstream. As a result, removing this particular concrete section of creek bottom should substantially enhance steelhead passage at the most needed section. The project is designed so it would **not** preclude a separate, future project that could further enhance steelhead fish passage while still accommodating the required 100-year flood event as well as the ability to be maintained by the County Flood Control District.

No habitat for California red-legged frogs is currently present in the concrete lined channel to be removed. Because none were observed upstream of the project site during surveys in 2005, none have been reported in the drainage or in any drainages nearby within the urban area (CNDDB 2006, USFWS 2005), and dense urbanization is present between San Jose Creek other streams in the area, the species is very unlikely to be present in the project area during construction. Installation of a water diversion, if needed, to pass creek flow beyond the work area would require work in potential habitat. Extending the wing walls about 40 feet upstream from the end of the existing wing walls would alter potential habitat in that location. Once construction is complete, the rock of the new wing walls would provide potential habitat in the form of crevices and vegetation for cover. The new natural bottom channel would also extend potential movement corridor habitat downstream, although control of vegetation for flood control would result in low value habitat. Impacts to potential habitat would be less than significant in the long term. During construction, no impacts to red-legged frogs are predicted to occur. If, however, individuals of the species were to be present and entered the work area, impacts would have the potential to be significant.

b) Removal of riparian trees would occur during excavation and bank realignment, staging, and access. Up to three western sycamores would be removed. One western sycamore on the west bank just upstream of the boulder slope north of the new bridge would be avoided if a suitable project design can be developed. The two western sycamores on the east bank adjacent to the Mission City Leasing property south of the new bridge are too close to the work area to be avoided. In addition to sycamores, several coast live oak trees are in the area that would be affected by the proposed project. Only one would be removed, and it is located very close to the top of the existing concrete wall south of Hollister Avenue. All other oak trees and their critical root zones would be avoided and protected during construction. Impacts to native trees would be significant but mitigable.

Approximately 0.25 acre of riparian vegetation, that is primarily arroyo willow and associated understory, could be removed by the proposed project on the north side of Hollister Avenue. This area includes the vegetated portion of the state wetlands discussed below. Removal would be limited to that necessary for construction. Impacts would be significant but mitigable.

Removal of non-native trees, shrubs, and herbaceous vegetation would occur on the bank between Kellogg Avenue and State Route 217. A few additional non-native trees, particularly eucalyptus, would be removed between Kellogg and Hollister Avenues. This would be a less than significant impact. Selected eucalyptus trees also may be removed along the creek banks near Armitos Avenue to increase native vegetation in the creek precluded by the non-native eucalyptus trees and to decrease flood risks associated with the trees falling into the creek. Removal of these eucalyptus trees has the potential to damage adjacent native riparian vegetation, a significant but mitigable impact.

In addition, construction activities such as washing of concrete trucks, painting equipment, etc. could result in the introduction of substantial levels of pollutants into San Jose Creek. The potential for such activities to affect surface water quality in the area is high because construction of the new creek channel walls would occur within the creek. Best management practices (BMPs) would be implemented to prevent pollutants from entering the creek during the work. These include measures described under Hydrology and Water Quality below. This would reduce the short-term impacts of these construction activities on biological resources.

c) Construction would result in temporary removal of up to 160 square feet (less than 1/100th of an acre) of Corps wetland. For state wetlands, up to 7,200 square feet of vegetated wetland on the stream banks would be temporarily lost and 1,600 square feet of the stream channel (open water) would be temporarily disturbed. However, the project would create approximately 860 square feet of Corps wetland upstream and downstream of the new Hollister Avenue bridge within the planned natural bed channel (assumed one-foot wide strip as along existing natural channel), and 21,930 square feet of state wetland (Table 3). Overall impacts to state wetlands would be less than significant because the created state wetlands (21,930 square feet) and riparian tree replacement (up to 0.5 acre as described in mitigation BIO3) would be more than that needed (7,200 X 3 = 21,600 square feet) for 3:1 replacement (Table 3; Policy CE 3.6). (Sheet 2 in Attachment A was used for calculating the state wetland losses and gains.) Overall impacts to Corps wetlands would be less than significant because the new wetland (860 square feet) would be more than three times that temporarily lost (160X3 = 480 square feet).

Table 3. State Wetland Impacts

Location	*Area (ft²)*
Water in natural channel – temporary disturbance during construction (20'X80')	1,600
Vegetation along natural channel – temporary loss during construction (60'X80')	4,800
Vegetation on bank, Hollister Avenue bridge to natural channel – temporary loss during construction (60'X40')	2,400
Total temporary loss (to be mitigated)	7,200
New natural channel (430 feet) – low flow channel (20'X430')	8,600
New natural channel (430 feet) – outside low flow channel (395'X32' + 32'X21.5')	13,330
Created wetlands	21,930
Note: Actual impacts will be determined at the end of construction	

d) Construction activities would not substantially interfere with movement of aquatic species because construction in the stream bed would be conducted in the dry season when native migratory fish, such as steelhead, would not be using this corridor. Other native aquatic species are not migratory, but local movements would not be substantially impeded. Once construction is completed, the new natural stream bed section would improve the movement corridor for aquatic species. Construction would not substantially alter terrestrial wildlife movement corridors because only a small area of trees (0.25 acre) would be removed at the north side of Hollister Avenue, leaving the remaining riparian corridor intact for wildlife movement. Replanting of trees after construction is complete would restore the small area temporarily lost. Impacts would be less than significant.

e) The project would not conflict with local policies for protection of biological resources. Work within ESHA would be consistent with General Plan Policies CE 1.6 and 1.7. The creek and riparian area upstream of the Hollister Avenue Bridge would be protected to the extent feasible during construction and would be restored after construction as required in Policies CE 2.1 and 2.2. All native trees removed would be replaced at ratios compatible with these local policies. Installation of the new flood control measures would be consistent with Policies CE 2.5 and 2.6 and would enhance the creek where the natural bed is to be restored. Construction would temporarily affect wetlands and would be consistent with Policies CE 3.5 and 3.6. The project is designed to avoid impacts to special status species in accordance with Policy CE 8. Native trees would be protected, and those that have to be removed would be replaced in accordance with Policy CE 9. The project would not affect ESHA (Coastal Act Policies 30107.5 and 30240) or biological productivity of creeks (Coastal Act Policy 30231) within the Coastal Zone. Flood control measures installed in the Coastal Zone would be consistent with Policy 30236. Impacts would be less than significant. Neither the Witness Tree nor the Sister Witness Tree, and their critical root zones, would be affected by project activities because they are located outside the work area.

f) There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans that either affect the project site or would be in conflict with the project. Therefore, the proposed project poses no potential to generate such impacts.

g) Reconstruction of approximately 430 feet of the creek channel extending downstream from just above the Hollister Avenue bridge would result in a natural bottom for the stream, an improvement in the aquatic habitat. The existing sloped wing walls would be replaced by vertical walls with boulders forming the slope to tie into the existing creek channel upstream of Hollister Avenue. Soil would be placed on the boulders and planted with native species, and the native trees removed during the channel modification would be replanted to meet local requirements. Thus, the project would not substantially diminish habitat for fish, wildlife, or plants, and impacts would be less than significant.

Removal of non-native trees, shrubs, and herbaceous vegetation would occur on the bank between Kellogg Avenue and State Route 217. A few additional non-native trees, particularly eucalyptus, would be removed between Kellogg and Hollister Avenues. This would be a less than significant impact.

Removal of any riparian vegetation, including the willow understory, for the proposed bank realignment, staging, and access could result in impacts to nesting birds if construction activities occurred from February 1 through August 15 and if birds were nesting in that area. Impacts to active nests and nesting birds are prohibited by the MBTA and the Goleta General Plan (Policy CE 8). Impacts to nesting birds would be significant but mitigable.

"Steel" Bridge Replacement Option

a-g) Impacts under this option would be less than significant with implementation of mitigation that is part of the project as described under the proposed project. The replacement of the "steel" bridge under this option would occur at the same time as the channel improvements and would not increase the length of time that construction would occur, and therefore would not increase the temporal impact associated with short-term construction activities. No additional biological resources would be affected. All other project components would be the same as for the proposed project. Impacts would remain essentially the same as those described above under the proposed project, and the mitigation measures presented below would be adequate to minimize impacts.

No Action Alternative

The No Action Alternative would not reduce or eliminate flooding in Old Town Goleta. Modification of existing concrete channeling along San Jose Creek, replacement of the Hollister Avenue Bridge, and relocation of the sewer line currently suspended under the small metal bridge would not occur. The No Action Alternative would leave the proposed project area and vicinity in its current condition and subject to potential sewer spills. Improved flow capacity and the habitat benefits of a natural channel bottom would not occur under the No Action Alternative. Temporary impacts including potential disturbance of nesting species, tree and vegetation removal and replacement, and interruption of wildlife movement would not occur.

<u>Cumulative Impacts</u>

Projects that result in significant, project-specific biological impacts are generally considered to also make a significant contribution to corresponding cumulative biological impacts. As such, the proposed project would result in a significant but mitigable contribution to cumulative impacts on riparian trees associated with San Jose Creek.

Required Mitigation Measures

The riparian vegetation mitigation measure (**BIO3**) would also restore the vegetated bank part of the state wetland temporarily disturbed during construction. When added to the state wetland created by the new natural channel bottom, this would completely mitigate impacts to state wetlands at a ratio of more than 3:1. Thus, no separate mitigation measure is included for impacts to state wetlands.

BIO1 **Red-legged Frog:** A qualified monitor shall be present during installation of any water diversions, initial vegetation clearing, and excavation/rock placement work upstream of Hollister Avenue. The monitor will check the area for red-legged frogs prior to the work. If any are found, work would be halted until the frogs leave the work area or until consultation with the USFWS has been completed and authorization for take has been authorized so that they can be relocated upstream to suitable habitat by the monitor.

Plan Requirements & Timing: The requirement for a red-legged frog monitor shall be included on all project plans prior to final approval, and a qualified monitor shall be on site prior to new ground disturbing activities and when any activities that could affect the species take place.

Monitoring: A qualified biological monitor shall be present during the work and will prepare daily monitoring logs of all observations. These logs shall be summarized into a weekly memo-style report.

BIO2 **Trees:** A Native Tree Protection and Replacement Plan shall be prepared by a certified arborist or qualified expert and approved prior to vegetation clearing. All native trees to be removed, except willows which are included in the Riparian Vegetation Protection and Replacement Plan below, will be covered. This plan can be developed as a component of the Landscape Plan.

Plan Requirements & Timing: The Plan shall be completed and approved prior to vegetation clearing and shall minimally include the following elements:

- Details on native trees that would be removed including species, diameter at breast height (DBH), overall health, general location, and reason for removal.

- Details on native trees that the contractor would preserve including species, diameter at breast height (DBH), overall health, general location, and what actions would be taken to preserve each tree (e.g., fencing around the drip line). The project would be designed to minimize damage to existing trees located within the fill area north of Hollister Avenue, by avoiding placement of soil around the trunks and providing adequate drainage.

- A Mitigation Plan to address native trees, excluding those included in the riparian vegetation (see **BIO3**), that would be removed (Table 4). The mitigation plan shall address species, size, source propagules, location, and timing of replacement tree planting. In addition, monitoring, performance criteria, and reporting shall be addressed. All trees removed will be replaced at a 10:1 ratio with the same species removed. Replacement trees will be from local stock, except as allowed in project permits. The Mitigation Plan will include a map of approximate planting locations.

Table 4. Native tree replacement

Species	***No. Removed***	***No. Replaced***
Coast live oak	1	10
Sycamore[1]	2 or 3	20 or 30
Note: 1. Actual number would be determined during construction.		

Monitoring: Biological monitors shall be present during vegetation clearing to ensure that tree removal is consistent with the Native Tree Protection and Replacement Plan. Weekly memo-style reports shall be completed with the results of monitoring as recorded on daily monitoring logs.

A restoration specialist shall oversee the planting, maintenance, and monitoring of replacement trees until they have met performance criteria. Monitoring shall occur for a minimum of five years and annual monitoring reports shall be prepared.

BIO3 **Riparian Vegetation:** A Riparian Vegetation Protection and Replacement Plan shall be prepared and approved prior to vegetation clearing. This plan can be developed as a component of the Landscape Plan.

Plan Requirements & Timing: The Plan shall be completed and approved prior to vegetation clearing and shall minimally include the following elements:

- Measures to minimize damage to riparian vegetation including avoidance and cutting riparian vegetation that must be removed, but not excavated, at ground level and covering cut stems with approximately 3-6 inches of native topsoil. Wooden mats will be placed over the fill prior to access by heavy equipment to avoid damage to the cut stems. This technique will increase the likelihood that willows and other riparian vegetation will resprout following construction.

- Eucalyptus trees to be removed within the riparian woodland upstream of the work area shall be clearly marked and checked by a biologist to verify that the trees are not used by monarch butterflies or roosting/nesting raptors. Removal will be performed in a manner that minimizes disturbance to adjacent native riparian vegetation, and native trees will be planted to replace them.

- A Mitigation Plan will be prepared to address native vegetation to be removed. The mitigation plan shall address species, size, source, and timing of replacement planting. In addition, monitoring, performance criteria, and reporting shall be addressed. It is anticipated that replacement planting will be conducted onsite were vegetation was removed. The boulder slope at the upstream end of the new channel walls would provide an excellent location for establishing willows, blackberry, and other riparian vegetation. All native riparian vegetation removed (approximately 0.25 acre) shall be replaced at a 2:1 ratio, as required by the Goleta General Plan, with the same species removed, if feasible. Eucalyptus trees removed will be replaced with native trees appropriate for the sites where the trees are removed. Replacement plants will be from local stock, except as allowed in project permits. The Mitigation Plan will include a map of planting locations.

Monitoring: Biological monitors shall be present during vegetation clearing to ensure that riparian vegetation removal is consistent with the Plan. Weekly memo-style reports shall be completed with the results of monitoring as recorded on daily monitoring logs.

A restoration specialist shall oversee the planting, maintenance, and monitoring of replacement vegetation until they have met the performance criteria. Monitoring shall occur for a minimum of five years, and annual monitoring reports shall be prepared.

BIO4 Breeding Birds: The pre-approved Riparian Vegetation Protection and Replacement Plan shall include seasonal constraints on vegetation removal and nesting bird survey specifications to reduce impacts to nesting birds within the work area.

Plan Requirements & Timing: The vegetation clearing timing restrictions and bird survey requirements shall be included on all project plans prior to final approval. The Plan shall be completed and approved prior to vegetation clearing and shall minimally include the following elements:

- Timing of vegetation removal. On the north side of Hollister Avenue, vegetation removal (including eucalyptus trees for biological and flood control mitigation) is recommended to occur during the non-nesting season from August 15 to February 1 to minimize disturbance to nesting birds within the riparian corridor. If vegetation is to be removed within the breeding season, nesting bird surveys will be conducted as described below, and in compliance with permit conditions.

- Nesting bird surveys. If construction activities are scheduled during the nesting season (February 1 through August 15), a qualified biologist shall inspect the area to confirm the absence of nesting birds in the area of direct disturbance and to determine appropriate buffer areas from any nest sites found near the work area. Efforts shall be made to reduce impacts to riparian vegetation wherever feasible. A minimum of a 300-foot buffer shall be applied to raptor nest sites during nesting and fledging (per CE 8.4). The buffer for other species protected under the MBTA shall be established by a qualified biologist and will take into account the species, location of the nest, and potential for disturbance by construction activities.

Monitoring: Biological monitors shall conduct pre-disturbance surveys of the area, determine buffer areas, and be present during vegetation clearing (if vegetation is removed between February 1 and August 15) to ensure that riparian vegetation removal is consistent with the Plan and that predetermined buffer areas between the construction activities and known nests are clearly defined and implemented. Monitors shall have the authority to stop work in the immediate vicinity if a non-compliance event occurs. Weekly memo-style reports shall be completed with the results of monitoring as recorded on daily monitoring logs.

Residual Impact

Mitigation measures included as part of the project would reduce impacts such that residual project-specific and cumulative impacts on Biological Resources would be considered less than significant.

CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				✓	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		✓			
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓	
d. Disturb any human remains, including those interred outside of formal cemeteries?				✓	

<u>Existing Setting</u>

Historical and Archaeological Resources

The Hollister Avenue bridge over San Jose Creek is located within the Barbareño Chumash cultural area, which includes evidence of human occupation dating to over 9,500 years ago. Due to the rich food resources found on land and in the sea, Native American populations grew over time and their organization became more complex.

The bridge is located in an area considered to be a highly sensitive zone for archaeological resources. It would have been an ideal location for permanent and semi-permanent settlement adjacent to a source of fresh water and abundant food resources (i.e., birds, foraging animals, and plants) that were known to be hunted and gathered.

A cultural resources record search of relevant archaeological and historic documents was undertaken within the vicinity of the Hollister Avenue Bridge over San Jose Creek to identify existing resources that would be potentially affected by the proposed project. The following provides a summary of those findings.

A record search of the California Historical Resources Information System at the Central Coast Information Center (CCIC) housed at the Department of Anthropology, University of California, Santa Barbara was performed July 11, 2006, to identify recorded investigations and archaeological sites within ½ mile of the Hollister Avenue bridge over San Jose Creek. Three archaeological studies have been performed within ½ mile of the bridge. One of the studies performed covered the San Jose Creek drainage.

Only one recorded archaeological site is located within ½ mile of the bridge. CA-SBA-2204/H, the 1880 Joseph Sexton house and barn, is located approximately 500 meters (1,640 feet) from the project area.

SAIC archaeologists conducted an intensive archaeological surface survey along both banks of San Jose Creek south of Hollister Avenue on July 11, 2006. Survey was not possible along the banks of San Jose Creek north of Hollister Avenue due to dense vegetation.

An approximately 8-foot wide dirt access road along the top of the eastern bank of San Jose Creek south of Hollister Avenue afforded good (50 to 90 percent) ground surface visibility. The area has been previously impacted by the installation of concrete along the banks and bottom of the creek. During the survey, a few scattered pieces of shell were identified. The shell consisted of small fragments of slightly weathered marine shell, including Venus clam. No dark, organic soil that would indicate an archaeological deposit was noted nor were any other cultural materials (i.e., flaked stone debris, animal bone, ground stone, etc.) observed. Based on the lack of other cultural material and the disturbed nature of the area, the shell fragments are considered non-cultural.

The survey along the western bank of San Jose Creek south of Hollister Avenue examined an approximately 3-foot wide area along the top of the creek bank. Even though portions of the area were covered with asphalt and imported gravel, ground surface visibility was fair (10 to 50 percent). The area has been previously impacted by the installation of concrete along the banks and bottom of the creek. No cultural remains were identified.

Paleontological Resources

The geology of the proposed project area is generally defined by Quaternary age alluvium, encompassing Holocene flood-plain deposits of silt, sand, and gravel. Paleontological resources, including vertebrate and invertebrate fossils, are generally found in sedimentary rock units, such as Pliocene and Pleistocene strata. In southern California, most vertebrate fossils are found in non-marine sedimentary deposits, and exposures of non-marine fossils often occur along incised river terraces or within continental terraces of late Pleistocene age. No paleontological resources are expected within the proposed project area.

<u>Thresholds of Significance</u>

A significant impact on Cultural Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual*.

The City's adopted thresholds indicate that a project would result in a significant impact on a cultural resource if it results in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of such a resource would be materially impaired.

<u>Project Specific Impacts</u>

Proposed Project

a) No historic resources are recorded within the proposed project area, and no historic materials were identified during the intensive surface survey. Therefore, no impacts on historic resources are anticipated.

b) No archaeological resources are recorded within the proposed project area, and no archaeological remains were identified during the intensive surface survey. The proposed project is, however, located in an archaeologically sensitive area due to the presence of a source of freshwater. Therefore, it is possible, though unlikely, that unknown archaeological resources could be encountered during construction. As a result, impacts on archaeological resources would have the potential to be significant.

c) No paleontological resources are expected within the proposed project area.

d) No human remains are recorded or expected within the proposed project area.

"Steel" Bridge Replacement Option

a-d) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

The No Action Alternative would not replace the existing Hollister Avenue Bridge, or relocate the sewer line currently suspended under the small metal bridge. The No Action Alternative would leave the proposed project area and vicinity in its current condition. No potential disturbances of unknown archeological remains or artifacts would occur under the No Action Alternative.

<u>Cumulative Impacts</u>

As no archaeological sites are recorded within the proposed project area and the potential for impacts on archaeological resources is unlikely, the proposed project's contribution to cumulative impacts on Cultural Resources would be less than significant.

<u>Required Mitigation Measures</u>

Even though no recorded archaeological resources are present within the proposed project area, it is located in an archaeologically sensitive area. The following would be implemented in the unlikely event that unknown archaeological remains are encountered during project construction.

ARCH1 Onsite monitoring by a qualified archeologist and appropriate Native American observer shall occur during all grading, excavation, and site preparation that involves earth moving operations. In the unlikely event archaeological remains or cultural resources are encountered during construction in the proposed project area, work shall be stopped immediately or redirected and the City shall be notified. A qualified archaeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition. Disposition would be determined by the City in conjunction with the affected Native American nation.

Plan Requirements & Timing: This condition shall be printed on all plans prior to LUP approval.

Monitoring: City staff shall periodically perform site inspections to verify compliance.

Residual Impact

With implementation of this mitigation measure, residual project-specific impacts on Cultural Resources would be less than significant.

GEOLOGY & SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓	
b. Strong seismic ground shaking?				✓	
c. Seismic-related ground failure, including liquefaction?				✓	
d. Landslides?				✓	
e. Result in substantial soil erosion or the loss of topsoil?		✓			

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
f. 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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?				✓	
g. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓	
h. 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?				✓	

Existing Setting

The project area is located within the broad, flat alluvial plain of the Goleta Valley. This alluvial plain generally slopes from all directions into Goleta Slough, which is located to the southwest of the project area. San Jose Creek flows southwest to the Pacific Ocean, with the elevation of the proposed project area at approximately 35 feet above mean sea level. Problems related to liquefaction hazards and compressible/expansive soils are present; however, the project area is generally flat-lying and not subject to slope-related geologic hazards. Liquefaction involves the complete loss of shear strength of a saturated sandy soil during an earthquake. Compressible soils occur in fine-grained, organic-rich sediments deposited in marshy areas such as the historic Goleta Slough. These deposits can consolidate and cause settlement when surcharged with fill or structural loads such as buildings. Expansive soils are subject to repeated shrinking and swelling and could cause cracking of foundations and other structural problems.

The project area, like the entire Central Coast of California, is located in an area known for increased seismic activity, due to the presence of numerous local and regional faults. Several faults are present in the vicinity of the project area including the More Ranch, Glenn Annie, and Carneros faults. None are considered active by the California Division of Mines and Geology (CDMG) or subject to an Alquist-Priolo Special Studies Zone; however, the Santa Barbara County Seismic Safety and Safety Element considers the More Ranch fault (5.8 maximum credible earthquake [Richter Scale]) active based on surface evidence of a geologically recent fault scarp (County of Santa Barbara 1979). The More Ranch fault is the closest recognized fault to the project area, at approximately ¾ mile to the south.

Thresholds of Significance

A significant impact on Geology & Soils would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual*.

The City's adopted thresholds indicate that a proposed project would result in a potentially significant impact on geological processes if the project, and/or implementation of required mitigation measures, could result in increased erosion, landslides, soil creep, mudslides, and/or unstable slopes. In addition, impacts are considered significant if the project would expose people and/or structures to major geological hazards such as earthquakes, seismic related ground failure, or expansive soils capable of creating a significant risk to life and property.

Project Specific Impacts

Proposed Project

a-d) No Alquist-Priolo mapped earthquake faults or zones occur within the City of Goleta (City of Goleta 2006). Liquefaction is a state of almost complete failure of saturated sandy soil due to seismic shaking. Areas most susceptible to liquefaction include low lying areas where groundwater comes close to the surface (adjacent to rivers, creeks, beaches, and estuaries). As a result, there is a limited potential for liquefaction to occur near the proposed project area due to the proximity to San Jose Creek. However, the proposed project would be constructed following the California Building Code, which assesses and addresses liquefaction and other seismically induced hazards. Additionally, no habitable structures are included as part of the project, and the hazard to life resulting from the proposed project is considered minimal. Therefore, impacts would be less than significant.

Due to the flat topography of the project site the potential for the occurrence of landslides is minimal, and the project site is not located in an identified landslide hazard area (City of Goleta 2006). Such potential geological hazards are considered less than significant.

e) The proposed project would occur within San Jose Creek and would involve some earth moving during construction. In general, existing concrete structures would be removed and replaced with new concrete structures, and no new source for sedimentation would be created. However, erosion and loss of sediment could occur during construction. Mitigation to address such potentially significant geologic impacts is discussed in detail under Hydrology & Water Resources below. As a result, impacts would have the potential to be significant.

f,g) Soil and geologic conditions onsite are not of the type that pose a significant potential for becoming unstable as a result of project implementation or potentially resulting in onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse. Additionally, no habitable structures are proposed as part of the project. Soils onsite are not sufficiently expansive to pose a substantial risk to life or property. Such potential impacts are considered less than significant.

h) The project does not involve the construction of septic systems; therefore, no such impacts would occur as a result of the project.

"Steel" Bridge Replacement Option

a-h) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

No changes would occur to the existing concrete lining of San Jose Creek, and the Hollister Avenue Bridge and sewer line on the small metal bridge would not be replaced under the No Action Alternative. Geologic processes would not be triggered or accelerated, and impacts due to seismicity would remain the same. Therefore, no impacts on geological processes would occur.

Cumulative Impacts

Projects that result in significant, project-specific impacts to Geology & Soils are generally considered to also make a significant contribution to corresponding cumulative impacts. As such, the proposed project would result in a significant but mitigable contribution to cumulative impacts related to erosion.

Required/Recommended Mitigation Measures

Mitigation measures to address erosion and sedimentation are described under the discussion of Hydrology & Water Resources. No other mitigation measures are required or recommended for project impacts on geologic processes and soil resources.

Residual Impact

With implementation of the mitigation measures noted above, residual project-specific and cumulative impacts on Geology & Soils would be considered less than significant.

HAZARDS & HAZARDOUS MATERIALS

Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**See Prior Document**
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓			

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓			
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓	
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓	

Existing Setting

Within the project vicinity there are several automotive-related businesses that handle hazardous waste. EPA regulates facilities that handle materials designated as hazardous wastes near the project site (e.g., HEI MAC Motors, Toyota of Santa Barbara, World Oil Co., and Santa Barbra Honda). None of the regulated hazardous waste facilities have reported toxic releases, active or archived superfund reports, air emission releases, or permitted discharges to water. Presence of hazards and hazardous materials would be limited to those typically present for construction projects.

Thresholds of Significance

A significant impact with regard to Hazards & Hazardous Materials would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual*.

The City's adopted thresholds address public safety impacts resulting from involuntary exposure to hazardous materials. These thresholds focus on activities that include the installation or modification to facilities that handle hazardous materials, transportation of hazardous materials, or non-hazardous land uses in proximity to hazardous facilities. Since the proposed project is not a hazardous materials facility, the City's risk based thresholds are not particularly applicable. However, for the purposes of this analysis the proposed project would be considered to pose a significant impact if it results in the exposure of people to a variety of hazards or hazardous materials as listed above.

Project Specific Impacts

Proposed Project

a,b) The proposed bridge replacement would not involve the routine transport, use, or disposal of hazardous materials or pose a significant potential for the accidental release of hazardous materials into the environment. Typical construction activities, however, would include the use of paints, solvents, fuels, lubricants, and other materials associated with construction equipment and construction activities. Use of these substances would have the potential for significant impacts.

c) No existing or proposed schools are located within one-quarter mile of the project site.

d) No recorded federal Superfund sites, state response sites, voluntary cleanup sites, or school cleanup sites are located within the project vicinity (DTSC 2006).

e,f) Although the project site does lie within two miles of the Santa Barbara Municipal Airport, it is located to the north-east of the main runway Approach Zone and well east of the secondary N/S runway approach zone. As such, the proposed project poses no safety risk or hazard resulting from its proximity to the airport for employees, residents, or visitors to the mixed use commercial center. No private airports or airstrips are present in the project vicinity.

g,h) The proposed project would not interfere with any adopted emergency response plan or emergency evacuation plan. Due to its location within the urban core of the City the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

“Steel” Bridge Replacement Option

a-h) Impacts associated with the “steel” bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

No impacts associated with Hazards or Hazardous Materials would occur under the No Action Alternative.

Cumulative Impacts

Projects that result in significant, project-specific impacts due to hazardous materials are generally considered to also make a significant contribution to corresponding cumulative impacts. Although unlikely, the proposed project could result in a significant but mitigable contribution to cumulative impacts through use of hazardous materials during project construction.

Required Mitigation Measures

Mitigation measure **WQ1** would apply.

Residual Impact

Residual project-specific and cumulative Hazards & Hazardous Materials impacts would be less than significant with implementation of Mitigation Measure **WQ1**.

HYDROLOGY & WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Violate any water quality standards or waste discharge requirements?		✓			
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or offsite?		✓			
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?			✓		

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓		
f. Otherwise substantially degrade water quality?			✓		
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓	
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓	
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓	
j. Inundation by seiche, tsunami, or mudflow?			✓		

Existing Setting

San Jose Creek is the subject of the proposed project. The creek flows approximately 9 miles from its headwaters to the Pacific Ocean and drains approximately 6,080 acres (City of Goleta 2006). Creek flows correlate strongly with rainfall because of the short flow distance and the steep gradient of many reaches. The creek is channeled downstream of the Hollister Avenue Bridge with concrete banks and bottom.

Runoff to San Jose Creek comes from undeveloped areas, agriculture, and urban and industrial development in the watershed. Storm water quality is generally affected by the length of time since last rainfall, rainfall intensity, urban uses of the area, and the quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations, oil and grease residues, fertilizer/pesticide uses, human/animal littering, careless material storage and handling, and poor property management. The majority of pollutant loads are usually washed away during the first flush of the storm occurring after the dry-season period.

The project area is located just north of the Potential Tsunami Runup Area, and is located within the 100-year floodplain, as defined by the City of Goleta General Plan Safety Element (City of Goleta 2006). Only one tsunami has been well documented (1927), and only one other event (1812) is noted in records for the area (although poorly documented).

Thresholds of Significance

A significant impact on Hydrology & Water Quality would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual*.

The City's adopted thresholds, indicate that a significant impact on hydrology and water resources would occur if a project would result in a substantial alteration of existing drainage patterns; alter the course of a stream or river; increase the rate of surface runoff to the extent that flooding, including increased erosion or sedimentation, occurs; create or contribute to runoff volumes exceed existing or planned stormwater runoff facilities; or substantially degrade water quality.

Project Specific Impacts

Proposed Project

a) The proposed project would not result in any wastewater discharge violating any state or federal water quality standards or requiring Wastewater Discharge Requirement Orders (WDRs) from the RWCQB. However, typical construction activities involve the use of paints, solvents, fuels, lubricants, and other materials associated with construction equipment and construction activities that could adversely affect water quality if improperly used or stored at the project site. Although unlikely, use of these construction materials and pouring concrete would have the potential to result in short-term exceedances of water quality standards, a significant but mitigable impact.

b) Groundwater supplies would not be reduced by the proposed project. Removal of the concrete lining in approximately 430 feet of the creek would likely increase infiltration to the groundwater. As a result, no impacts on groundwater supplies would occur.

c) The proposed project would increase the capacity of the Creek by widening the channel near the Hollister Avenue Bridge, lowering the banks downstream of the widened area, and installation of a low flood wall where the banks are lowered; however, the project would not substantially alter the drainage pattern of the existing creek. If rain occurs during construction activities, the project site could generate a substantial amount of sediment in stormwater runoff as a result of site erosion. Runoff from disturbed soils on the north side of Hollister Avenue could also occur until the soils are stabilized with vegetation (post-construction runoff). Extending the concrete channel lining on the east side of the creek where bare dirt is currently present would decrease the runoff of sediment from that area. Any increase in the discharge of sediment laden runoff from the project site would be temporary and associated with construction activities only. As a result, impacts have the potential to be significant.

d,g-i) The project would increase the capacity of the existing San Jose Creek drainage to prevent flooding of structures by the 100-year flood flow (see Figure 2 in Attachment A). Although the project would alter San Jose Creek at the Hollister Avenue Bridge (modify the channel design to increase capacity), results of the project would decrease the flooding potential and would have a beneficial impact on flooding in Old Town Goleta. The proposed project does not include any housing development within the 100-year floodplain. Since the proposed project would increase flood flow capacity within the existing channel, it would provide flood protection for existing structures located adjacent to the creek banks.

The proposed bridge and channel alterations are designed to accommodate flows without impeding water movement within the channel. A flood control maintenance plan would be developed with the Santa Barbara County Flood Control District to ensure the channel remains free of debris that could back up stormwater flowing down the channel. As a result, impacts would be less than significant.

e,f) Runoff from the Hollister Avenue bridge and via storm drains in the project area would not be altered with implementation of the project. Runoff would be similar to current runoff from the existing bridge and surrounding areas and would continue to contain roadway pollutants (e.g., oil, trash, sediment, etc). The proposed project would not increase runoff of pollutants, and impacts to water quality would be less than significant.

j) The project proposes to improve existing concrete channelization of a small section of San Jose Creek and replace an existing bridge. No new additional habitable structures are proposed. The project area is located just north of the Potential Tsunami Runup Area, as identified in the City of Goleta General Plan Safety Element (City of Goleta 2006). Additionally, no aspect of the proposed project would increase the potential for tsunamis or mud flows. Based on the very low frequency of previously recorded tsunamis as well as the limited potential for tsunamis of large height in this area, potential risks posed by future tsunamis on property and people in the vicinity of the project site are considered less than significant.

"Steel" Bridge Replacement Option

a-j) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

The purpose of the proposed project is to eliminate the flood hazard that currently exists in Old Town Goleta in the vicinity of Hollister and Kellogg avenues. Under the No Action Alternative, the proposed improvements to drainage associated with San Jose Creek would not occur, and the project vicinity would continue to be susceptible to flooding associated with flood events below the 100-year flood event level.

<u>Cumulative Impacts</u>

Projects that result in significant, project-specific hydrology and water quality impacts are generally considered to also make a significant contribution to corresponding cumulative impacts. As such, the proposed project would have the potential to result in a significant contribution to impacts on water quality associated with San Jose Creek.

Required Mitigation Measures

The proposed construction activities could cause a temporary increase in on-site erosion. Significant construction water quality impacts would be avoided by the water quality protection measures in the General Construction Stormwater Permit required by the State Water Resources Control Board. Additional water quality protection measures for construction- and operation-related impacts are provided in Mitigation Measure **WQ1**.

WQ1 The Storm Water Pollution Prevention Plan (SWPPP) to be prepared under the provisions of a Construction General Storm Water Permit shall specifically include measures to: (1) prevent erosion and sediment runoff from the construction site and from the post-construction site that could cause sedimentation in the creek or Goleta Slough; and (2) prevent discharge of construction materials, contaminants, washings, concrete, fuels, and oils to the creek. These measures shall include, at a minimum, physical devices to prevent sedimentation and discharges (e.g., silt fencing, straw bales), and routine monitoring of these devices and revegetation of disturbed soils that would remain exposed after construction. BMPs shall be developed and implemented based on the following guidance manuals: California Storm Water Best Management Practice Handbook (Stormwater Quality Task Force 1993) and Caltrans Storm Water Quality Handbook – Construction Contractor's Guide and Specifications (Caltrans 1997). Types of BMPs that would be implemented as appropriate to site conditions include:

Stockpile Management BMPs

- Include silt fencing, straw logs, or straw bales around the base of all stockpiles to intercept sediment and inhibit the flow of sediment-laden runoff from the stockpiles.
- Use soil binders or other cover on stockpiles to reduce runoff of sediments.

Grading and Filling BMPs

- Place silt fences, straw logs, or straw bales around areas to be graded, especially cut and fill slopes, to intercept any loose material that could erode and enter the creek during construction.
- Use soil binders, temporary mulches, or erosion control blankets or hydroseeding for temporarily bare slopes that would be exposed to wind and water erosion prior to beginning work and immediately after work.
- Revegetate disturbed soils that would remain after construction (can be part of the Landscape Plan).
- Stabilize construction entrances to the project site with gravel. This would help prevent sediment tracking from the construction area to paved roads.

Dewatering BMPs

– If dewatering is required, install sediment controls (either a sediment trap or sediment basin) to collect water from any dewatering operations. Filter out sediment from the sediment trap or sediment basin using a sump pit and perforated or silt standpipe with holes and wrapped in filter material.

Waste Management BMPs

– Properly maintained (offsite) all construction vehicles and equipment that enter the construction and grading areas to prevent leaks of fuel, oil, and other vehicle fluids. Vehicles working in the creek bed shall be inspected daily for leaks and immediately repaired if any are found.

– Conduct equipment and vehicle fueling off-site. If refueling is required at the project site, it shall be done within a bermed area with an impervious surface to collect spilled fluids.

– Prepare a spill prevention/spill response plan for the project site that includes training, equipment, and procedures to address spills from equipment, stored fluids, and other materials.

– Place all stored fuel, lubricants, paints, and other construction liquids in secured and covered containers within a bermed area.

– Conduct any mixing and storage of concrete and mortar in contained areas.

– Ensure that all equipment washing and major maintenance is prohibited at the project site, except for washdown of vehicles to remove dirt, which must only occur in a bermed area.

– Remove all refuse and excess material from the site as soon as possible.

Plan Requirements & Timing: Requirements for BMPs to prevent pollution of the creek shall be included in construction contract documents and on all plans. The project-specific SWPPP shall be reviewed and approved by the City of Goleta or their designated representative prior to submittal to the Regional Water Quality Control Board.

Monitoring: Vehicle inspections for leaks shall be performed daily by the on-site construction management personnel or environmental monitor. Daily monitoring logs shall be kept to record these inspections and any remedial actions taken, and weekly summaries shall be submitted to the City.

Residual Impact

Residual project-specific and cumulative Hydrology & Water Quality impacts would be considered less than significant.

LAND USE & PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Physically divide an established community?				✓	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for purpose of avoiding or mitigating an environmental effect?		✓			
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓	

Existing Setting

The project area includes two improved roadways (Hollister Avenue and Kellogg Avenue) as well as developed and undeveloped land within the City of Goleta. The bridge to be replaced is on Hollister Avenue over San Jose Creek. The project vicinity contains a range of commercial, vacant, residential, and accompanying land use/zoning designations. The City of Goleta General Plan designates the following land uses adjacent to the site: multiple family, offices, industrial, and commercial. Zoning to the north and east of the Hollister Avenue Bridge is multiple family/commercial; zoning to the south and west of the bridge is commercial/offices.

Thresholds of Significance

A significant Land Use & Planning impact would be expected to occur if the proposed project resulted in any of the impacts noted in the checklist above.

Project Specific Impacts

Impacts presented below would predominately occur outside of the Coastal Zone and be associated with the replacement of the Hollister Avenue Bridge and restoration of the native areas of San Jose Creek. Parts of the project that would occur along Kellogg Avenue, including a portion of the low retaining wall and safety fence, would occur within the Coastal Zone boundary (Coastal Zone boundary is approximately 1,900 feet south of the Hollister Avenue Bridge (see Sheets 2-6 in Attachment A).

Proposed Project

a) The proposed project would not physically divide any established community. Therefore, no impact would occur.

b) The land surrounding the project site is zoned multiple family/commercial to the north and east; and commercial/offices to the south and west. Since the bridge would be replacing an existing bridge there would be no inconsistencies with existing land use and zoning. Channel alterations would improve flood control and follow all applicable regulations including regulations by CDFG for alteration of streambeds.

   As stated under Biological Resources, the site has been designated an Environmentally Sensitive Habitat in the City of Goleta General Plan. However, flood improvements and public road crossings are generally permitted in ESHA where there is no feasible, less-environmentally damaging alternative and where mitigation measures would avoid or lessen impact to the maximum extent feasible. As a result, impacts would have the potential to be significant but mitigable.

c) There are no habitat or natural community conservation plans covering the property in the vicinity of the project site nor would the proposed project conflict with any other such plans in the City of Goleta. Therefore, no impact would occur.

"Steel" Bridge Replacement Option

a-c) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

The proposed project is identified as a capital improvements project in the City of Goleta General Plan (2006) to reduce flooding in Old Town. Under the No Action Alternative, the proposed project would not occur, and the existing flood conditions would be inconsistent with Safety Element Policy SE 6.8 and Implementation Action IA-2 (City of Goleta 2006).

<u>Cumulative Impacts</u>

Projects that result in significant, project-specific land use and planning impacts are generally considered to also make a significant contribution to corresponding cumulative impacts. As such, the proposed project would result in a significant but mitigable contribution to cumulative impacts related to compliance with ESHA policies as discussed under Biological Resources. The project's contribution to other cumulative land use and planning impacts would be less than significant because the project would not change any existing land uses, conflict with any land use plan, or permanently conflict with any policy (except ESHA as noted above) or regulation of an agency with jurisdiction over the project. Additionally, the project would address Implementation Action (IA-2) as presented in the General Plan to reduce flooding in the project vicinity.

Required/Recommended Mitigation Measures

Mitigation measures to address Biological Resources as identified in this document would address policy and ordinance inconsistencies noted above for ESHA. No additional mitigation measures are either required or recommended.

Residual Impact

With implementation of the Biological Resources mitigation measures, residual project and cumulative impacts on Land Use & Planning, would be less than significant.

MINERAL RESOURCES

Would the project:	Potentially Significant Impact

TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			✓		
b. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?			✓		
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓			
e. Result in inadequate emergency access?			✓		
f. Result in inadequate parking capacity?				✓	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓	

Existing Setting

The proposed project would affect both Hollister Avenue at the bridge over San Jose Creek and Kellogg Avenue northeast of the intersection with Kellogg Place to a point southwest of the intersection with Thornwood Drive.

Hollister Avenue is classified as a “Major Arterial” in the City of Goleta General Plan/Coastal Land Use Plan (City of Goleta 2006). In the City of Goleta a roadway classified as a “Major Arterial” can be used as a truck route (City of Goleta 2006). In the project area Hollister Avenue provides two westbound travel lanes and two eastbound travel lanes divided by a landscaped center median. The Hollister Avenue bridge is designated as a Class II bikeway (the bike lanes have special striping though bikes share the road right-of-way). Sidewalks are provided on both sides of the Hollister Avenue bridge. Multiple transit lines utilize Hollister Avenue in the project area, including the Clean Air Express, Coastal Express, and local commuter buses (City of Goleta 2006).

Roadway level of service (LOS) is a measure of the quality of service provided by a roadway facility. Much like a student's report card, LOS is represented by the letters "A" through "F", with "A" generally representing the most favorable driving conditions (freeflow, open road) and "F" representing the least favorable (congested, gridlock). With one exception, the City of Goleta has applied LOS C as the City-wide standard for the roadway network. This LOS standard does not apply to the Storke Road/Hollister Avenue intersection because it is developed to the maximum number of lanes and is considered to be at “planned capacity.” For this intersection, the LOS standard is a volume to capacity ratio of 0.89. East of Fairview Avenue, there are approximately 21,700 average daily trips on Hollister Avenue, and the LOS ranges from B to C (City of Goleta 2006).

Hollister Avenue bridge is within an area to be improved as part of the Hollister Avenue/Old Town Redesign Improvement Project. This is a project intended to improve traffic flow, improve facilities for bicyclists and pedestrians, and improve intersection safety, consistent with the Goleta Old Town Redevelopment Project Area.

Kellogg Avenue is designated as a “Minor Arterial” in the City of Goleta General Plan (City of Goleta 2006). In the City of Goleta a roadway classified as a “Minor Arterial” can be used as a truck route (City of Goleta 2006). In the project area Kellogg Avenue provides one northbound travel lane and one southbound travel lane. South of Kellogg Way, the west side of Kellogg Avenue has a parking lane for most of its length. The City of Goleta Draft General Plan and Coastal Land Use Plan calls for adding sidewalks to Kellogg Avenue in the vicinity of the project area. The City of Goleta General Plan calls for construction of new segments of Ekwill Street, Fowler Street, and an extension of South Kellogg Avenue to provide a connection of the Old Town area to Fairview Avenue.

An existing steel bridge across San Jose Creek connects a parking area for businesses fronting Kellogg Avenue with a parking area for businesses fronting Hollister Avenue.

In addition to the streets on which actual construction will take place, other parts of the roadway network could be affected by equipment hauling, deliveries, and trips by construction personnel. It is anticipated that equipment and personnel coming from the south will come to the site via U.S. Highway 101, State Route 217 (Ward Memorial Boulevard), and Hollister Avenue. For equipment and personnel coming from the north, the route would be U.S. 101 to Patterson

Avenue and then on Hollister Avenue. Table 5 provides information on existing LOS for intersections along the equipment and personnel travel route.

Table 5 illustrates that, under existing conditions, the Patterson Avenue/U.S. 101 Southbound Ramp intersection operates at LOS D. Therefore, this intersection does not meet the Citywide LOS C standard. The Hollister Avenue/Kellogg Avenue intersection currently operations at a volume to capacity ratio of 0.71 and LOS C. Likewise, the Patterson Avenue/US 101 Northbound ramp also operates at LOS C. However, with future land uses levels of service could decline. Intersection improvements are planned at the Hollister/South Kellogg Avenue intersection and the Patterson Avenue/US 101 ramps. These improvements may include alterations in the type of traffic controls or changes in lane configuration and will result in acceptable LOS operation (City of Goleta 2006). The intent of the intersection improvements is to increase intersection capacity and limit declines in the intersection level of service in the future.

Table 5. Level of Service for Intersections along Equipment and Personnel Travel Routes

Intersection Location	***v/c Delay***	***Level of Service***
Hollister Avenue/State Route 217 Southbound Ramp	0.79	C
Hollister Avenue/State Route 217 Northbound Ramp	0.68	B
Patterson Avenue/US 101 Northbound Ramp	0.72	C
Patterson Avenue/US 101 Southbound Ramp	**0.89**	**D**
Hollister Avenue/Patterson Avenue	0.79	C
Hollister Avenue/Kellogg Avenue	0.71	C

Source: Goleta 2006
Notes: Base Year is 2005.
Data are expressed as volume/capacity rations for signalized intersections and as seconds of delay for unsignalized intersections.
Values in **bold** exceed the LOS C standard.

The southern portion of the proposed project is less than 2,000 feet from the eastern edge of Santa Barbara Airport Runway 25. The Santa Barbara Association of Governments, acting as the designated Airport Land Use Commission, has designated Airport Safety Areas extending from runways as a basis for determining land use compatibility. In order of proximity to the runway end they are: Area 1, the Runway Protection Zone/Clear Zone; Area 2, the Approach Zone, and Area 3, the Airport Traffic Pattern Zone. There are identified criteria for height of structures and allowed land uses within each of the Airport Safety Areas to ensure the safe passage of aircraft and to limit impacts (e.g., noise) to neighborhoods surrounding the airport. Portions of the project site fall within Safety Area 1 and Safety Area 2, and the entire Project Site is within Safety Area 3.

Thresholds of Significance

A significant impact on Transportation Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the checklist above.

The impacts of project-generated traffic are also assessed against the following standards from the City's *Environmental Thresholds & Guidelines Manual* and the Santa Barbara County

Association of Government *Congestion Management Program Guidelines.* A significant traffic impact occurs when:

i. any roadway or intersection currently operating at LOS A or B decreases operational levels by two levels of service as a result of project added traffic;

ii. any roadway or intersection operating at LOS C for which project added traffic results in LOS D or worse;

iii. the addition of project traffic to an intersection increases the volume to capacity (v/c) ratio by the value provided below or sends at least 5, 10, or 15 trips to intersections operating at LOS F, E or D, respectively.

LEVEL OF SERVICE (Including the Project)	***INCREASE IN V/C (Greater Than)***
A	0.20
B	0.15
C	0.10
Or the addition of	
D	15 trips
E	10 trips
F	5 trips

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

<u>Project Specific Impacts</u>

Proposed Project

a) Project construction is anticipated to be completed in August 2009. After project construction, the project would contribute no trips to the roadway network. Therefore, the project would not cause a substantial increase in traffic, and impacts would be less than significant.

b) The project's temporary addition of construction related trips is not anticipated to exceed a level of service standard for roads or highways established by the Santa Barbara County Association of Government in the Congestion Management Plan system, and impacts would be less than significant.

c) Portions of the project site fall within Airport Safety Area 1 and Safety Area 2, and the entire Project Site is within Safety Area 3. However, the proposed project would not alter the height of structures nor alter land use in the area and thus would not have any impact on airport land use safety. Nor would the proposed project increase air traffic travel or alter air travel patterns. As a result, no impacts would occur.

d) During construction there is the potential for construction equipment to encroach into both Hollister Avenue and Kellogg Avenue and create roadway hazards. Construction may also damage Kellogg Avenue in a way that could create a roadway hazard. If hazards are present, impacts would be significant.

e) The proposed project would not change the basic configuration of either Hollister Avenue or Kellogg Avenue (e.g., the project would not add new driveways, change intersection configuration, or add lanes). However, when complete the project would result in a slight narrowing of Kellogg Avenue and alterations to the Hollister Avenue Bridge (different size median, different type of bridge railing). These slight design changes would not introduce roadway hazards that could result in inadequate emergency access. As a result impacts associated with increased hazards would be less than significant.

f) The proposed Project would result in a slight narrowing of Kellogg Avenue between Kellogg Way and Fowler Avenue. However, the improved sections will be at least 34 feet curb to curb, which would allow for two travel lanes and a parking lane. The unimproved sections will be maintained at current widths. The project would not remove parking or create additional demand for parking, or result in inadequate parking capacity and as a result, no impacts on parking would occur.

g) The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The project would not adversely affect any existing or planned bus stops or bicycle lanes in the area. Therefore, no impacts on alternative transportation would occur.

"Steel" Bridge Replacement Option

a-e) Impacts under this option would be comparable to those described under the proposed project. The "steel" bridge would be replaced at the same location and generally in the same configuration as the existing bridge.

No Action Alternative

The No Action Alternative would not replace the existing Hollister Avenue Bridge, or relocate the sewer line currently suspended under the small metal bridge. The No Action Alternative would leave the proposed project area and vicinity in its current condition. Under the No Action Alternative there would be no temporary Transportation/Traffic impacts associated with project construction.

<u>Cumulative Impacts</u>

Projects that result in significant, project-specific transportation impacts are generally considered to also make a significant contribution to corresponding cumulative impacts. As such, the proposed project would have the potential to result in a significant but mitigable contribution to impacts on transportation during construction. Project construction is anticipated to be completed in August 2009. After project construction the project would contribute no trips to the roadway network and therefore would not contribute to cumulative traffic impacts. Some of the projects identified by the City of Goleta (see Attachment C) could undertake construction in a similar timeframe and affect the same streets or streets adjacent to the project, while some of these projects, including the transportation improvements, are anticipated at different timeframes. However, it is assumed that these projects would also employ mitigation measures, similar to those employed by the project, so that significant cumulative construction traffic impacts would be mitigated.

Required Mitigation Measures

TRANS1 A qualified traffic engineer shall prepare a traffic management plan that defines how traffic operations will be managed and maintained on roadways during each phase of construction including any detours, signage, lane closures, or utility relocation work.

Plan Requirements & Timing: Engineering plans depicting affected roadways shall be prepared. These plans shall depict necessary lane closures, detours, any signage/lighting, flaggers, and other traffic control measures needed to avoid accidents and provide access to property and emergency response vehicles during construction. Said engineering plans shall be submitted for review and approval by City staff prior to Planning Agency consideration of the project.

Monitoring: Compliance with the traffic management plan will be a condition placed on the contractor selected to perform any construction activities for the project. A member of the prime contractor's construction crew shall be designated as responsible for ensure compliance with the traffic management plan. City staff shall periodically monitor in the field to verify compliance throughout all construction activities.

TRANS2 Kellogg Avenue will be repaired and refurbished to City of Goleta standards for "Minor Arterials" following project construction.

Plan Requirements & Timing: The requirement for the contractor to repair and refurbish Kellogg Avenue to City of Goleta standards for "Minor Arterials" following construction shall be placed in the contractor bid solicitation package. This requirement shall be included in the contractor's scope of work for the project.

Monitoring: City staff shall inspect Kellogg Avenue following construction to insure compliance with Mitigation Measure **TRANS2**.

TRANS3 A qualified traffic engineer will review and approve final design plans for the Hollister Avenue Bridge and alterations to Kellogg Avenue resulting from the proposed project.

Plan Requirements & Timing: Final design plans shall be reviewed and approved by a qualified traffic engineer and City staff prior to Planning Agency consideration of the project.

Monitoring: City staff shall ensure compliance with this requirement prior to Planning Agency consideration of the project.

Residual Impact

With implementation of these mitigation measures, residual project-specific transportation and traffic impacts would be less than significant. The project's contribution to cumulative impacts would remain less than significant.

UTILITIES & SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?				✓	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓		
g. Comply with federal, state, and local statutes and regulations related to solid waste?			✓		

Existing Setting

Stormwater Control Facilities

The City of Goleta developed a Storm Water Management Program in 2005. This Program is designed to protect public health and the environment, meet Clean Water Act mandates through compliance with NPDES permit requirements and applicable regulations, and to foster heightened public involvement and awareness (City of Goleta 2006). Stormwater is conveyed from local commercial properties into existing storm drains, which then empty into San Jose Creek and eventually into Goleta Slough.

Solid Waste

Solid waste generated in the City is collected by BFI and Marborg, and transported to the Tajiguas Landfill 20 miles to the west of Goleta on the Gaviota Coast. The County has received approval from the RWQCB and the State Integrated Waste Management Board to expand the landfill to provide for an additional 15 years of solid waste disposal capacity. The landfill now has sufficient capacity to provide solid waste disposal services to the South Coast until 2020.

Water and Wastewater Facilities

Water in the City of Goleta is supplied by the Goleta Water District, and wastewater is collected by the Goleta Sanitation District and the Goleta West Sanitary District. The Goleta Sanitation District treats wastewater from the project area.

Thresholds of Significance

The City's *Environmental Thresholds & Guidelines Manual* includes thresholds of significance for water supply impacts on the groundwater basin as well as for impacts to the City's solid waste stream. The Manual does not include thresholds of significance for impacts on public water supplies and central sewage disposal services, or impacts on municipal drainage facilities and improvements. The project's impacts to stormwater runoff control facilities would be considered significant if any of the impacts noted in the above checklist would result. The City's adopted thresholds for effects on its solid waste stream are noted below.

Project Specific Impacts

Proposed Project

a,e) The proposed project would not generate wastewater flows that would require treatment at an existing wastewater treatment facility. No additional wastewater would be generated during the operation or construction of the project. An existing wastewater pipeline suspended on the steel bridge would be replaced with a new pipeline bored under State Route 217. This sewer line is currently susceptible to damage from high flows and debris flowing down San Jose Creek during high energy events, and as a result is currently susceptible to failure. The proposed project would remove the existing pipeline and replace it with a new pipeline bored under State Route 217, resulting in a beneficial impact.

b,c) The proposed project would not necessitate any new construction or expansion of existing wastewater or domestic water treatment facilities. Corresponding environmental impacts normally associated with such facility construction and/or expansion would not occur as a result of this project. The existing storm drain system in the area is sufficient to convey stormwater flows from the surrounding area to San Jose Creek and Goleta Slough. Any storm drains disturbed by construction activities would be restored.

d) The proposed project would not require a permanent water supply. Any water needed for construction activities would be a temporary demand that could be satisfied with existing supplies.

f,g) A project that would generate 196 tons of solid waste/year, after receiving a 50 percent credit for source reduction, recycling, and composting would result in a project-specific, significant impact on the City's solid waste stream. Any project generating 40 tons/year, after receiving a 50 percent credit for source reduction, recycling, and composting would be considered to make an adverse contribution to cumulative impacts to the City's solid waste stream. The proposed project would not result in the generation of any solid waste in violation of any federal, state, or local solid waste regulations or statutes.

"Steel" Bridge Replacement Option

a-g) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

No aspect of the proposed project would occur under the No Action Alternative. As a result, no impacts would occur. However, the existing sewer line suspended under the small metal bridge would continue to be susceptible to failure resulting from high flows and debris flowing down San Jose Creek.

Cumulative Impacts

Project contributions to cumulative impacts on public utilities or service systems such as wastewater collection and treatment, potable water supplies, storm drain and runoff control infrastructure, or the Tajiguas Landfill would be less than significant.

Required Mitigation Measures

No mitigation measures are required for Utilities and Service Systems.

Recommended Mitigation Measures

UTIL1 **CONSTRUCTION WASTE RECYCLING:** Demolition and/or excess construction materials shall be separated onsite or offsite for reuse/recycling or proper disposal (e.g., concrete, asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite or separated offsite.

Plan Requirements & Timing: This requirement shall be printed on the grading and construction plans. Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to occupancy clearance.

Monitoring: Compliance with construction waste recycling requirements will be a condition placed on the contractor selected to perform any construction activities for the project. A member of the prime contractor's construction crew shall be designated as responsible for ensuring compliance with the recycling requirements. City staff shall periodically monitor in the field to verify compliance throughout all construction activities.

Residual Impact

With implementation of the above mitigation measures, residual project-specific and cumulative impacts on Utilities & Service Systems would be considered less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓			

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
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 impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓		
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓		

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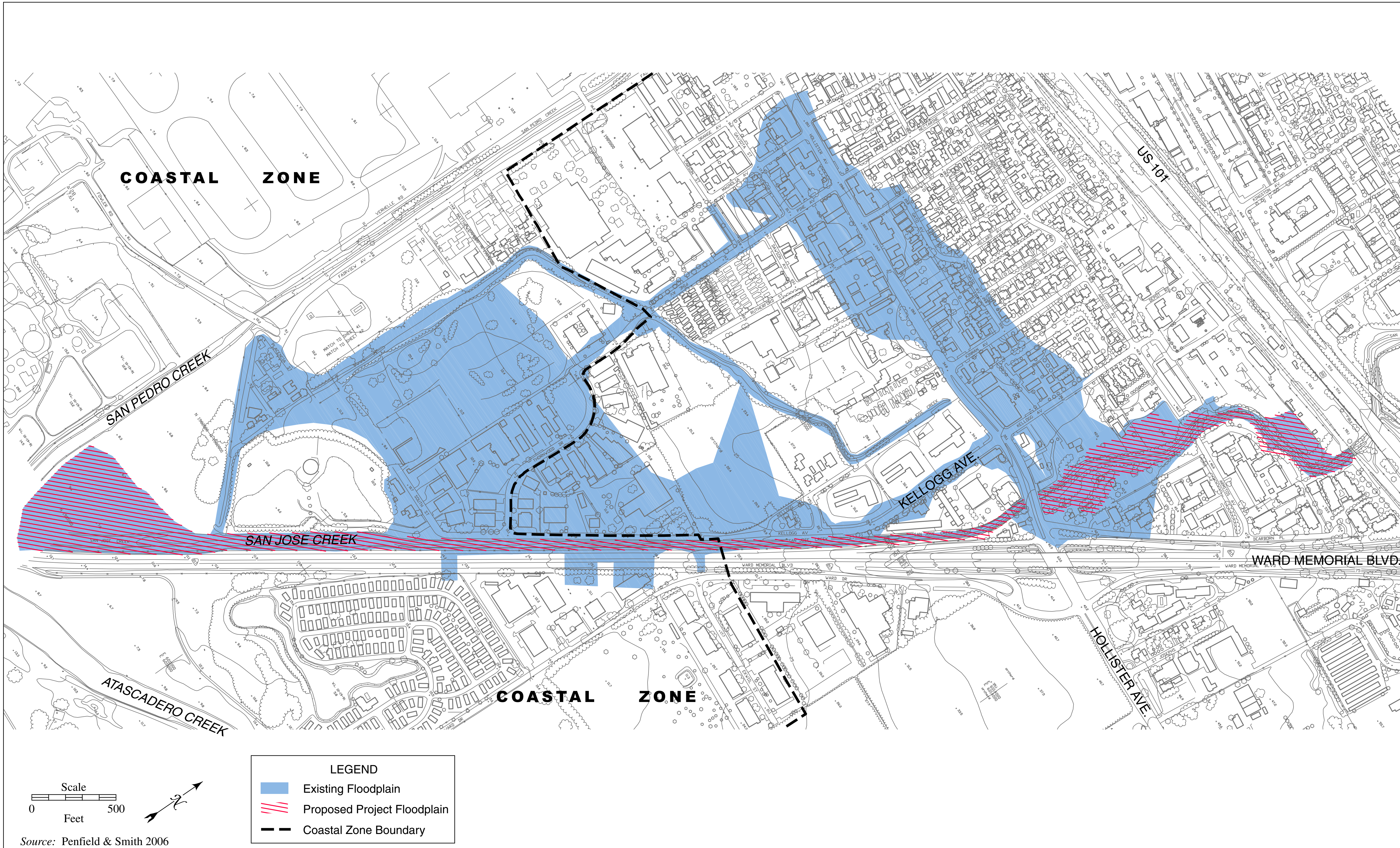
ATTACHMENT A

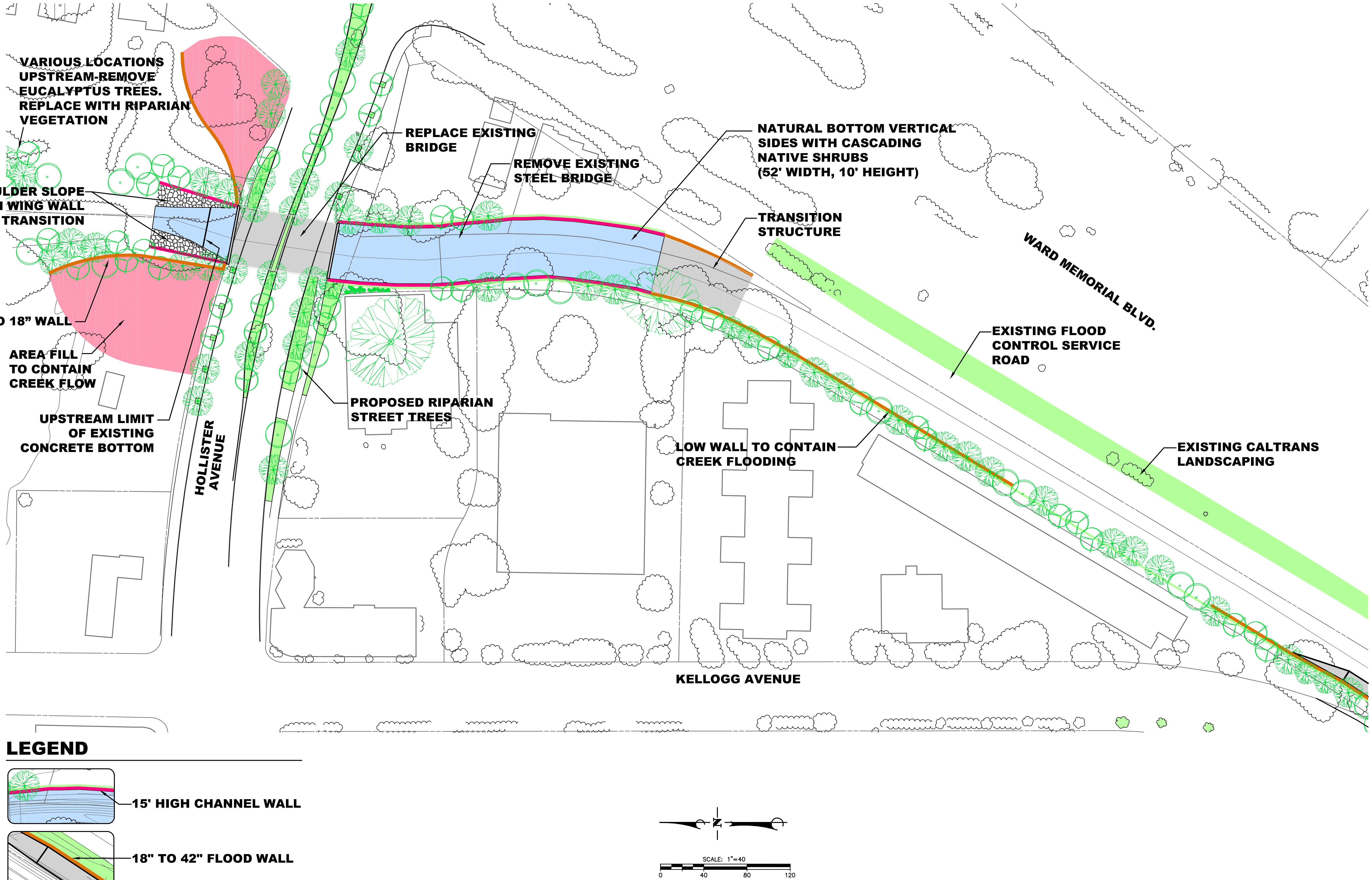
Figures and Plans

Figure 1. Study Location Map: San Jose Creek Capacity Improvement Project



Source: Penfield & Smith 2006

Figure 2. Existing and Proposed Project Floodplains



NO.	DATE	REVISIONS	APPD.

DESIGN BWB CHECKED

BRUCE BURNWORTH DATE:
PROJECT ENGINEER
R.C.E. 34,394 (EXP. 9-30-07)

REGISTERED PROFESSIONAL ENGINEER
CRAIG A. STEWARD
NO 37253
EXPIRES
CIVIL
STATE OF CALIFORNIA

CITY OF GOLETA, CALIFORNIA

REVIEWED BY:

SIGNATURE DATE

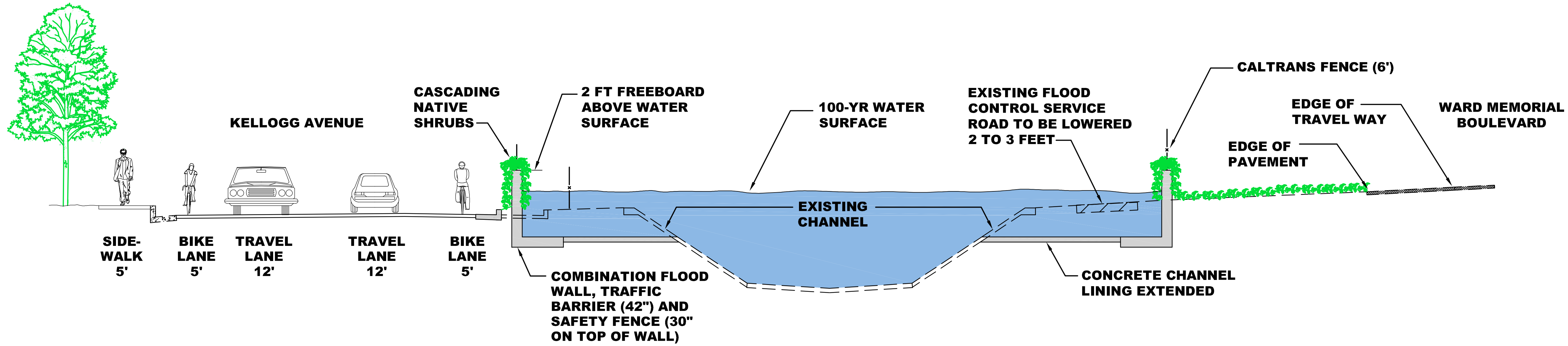
PRELIMINARY PLAN
SAN JOSE CREEK CAPACITY IMPROVEMENT PROJECT
CITY OF GOLETA, CALIFORNIA

P&S PROJECT NO. 15581.01
SHEET 2 OF 6
PLAN DATE JUNE 2006

CITY OF GOLETA

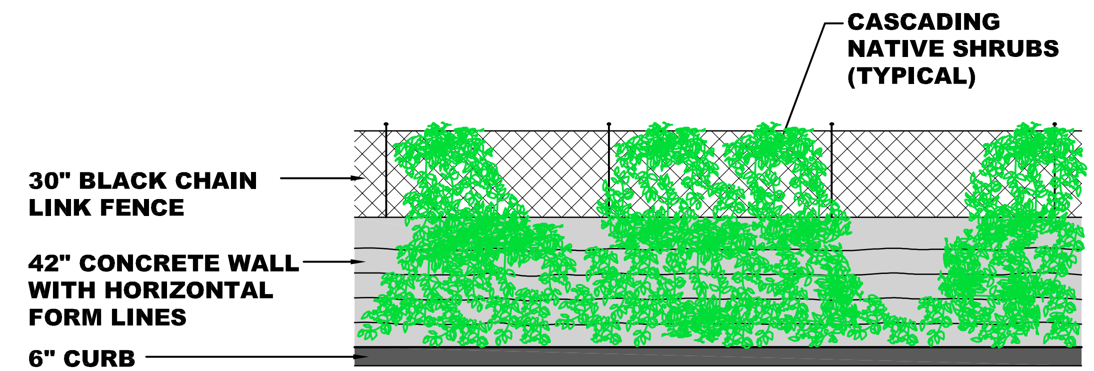
36-ENG SAVE DATE: 5/30/2006 4:06:36 PM PLOT BY: Karl Beckley PLOT DATE: 5/30/2006 4:19:38 PM PLOT SCALE: 1:1

DRAWING: r:\acad\work\15581\landscape plans\15581lp2.dwg

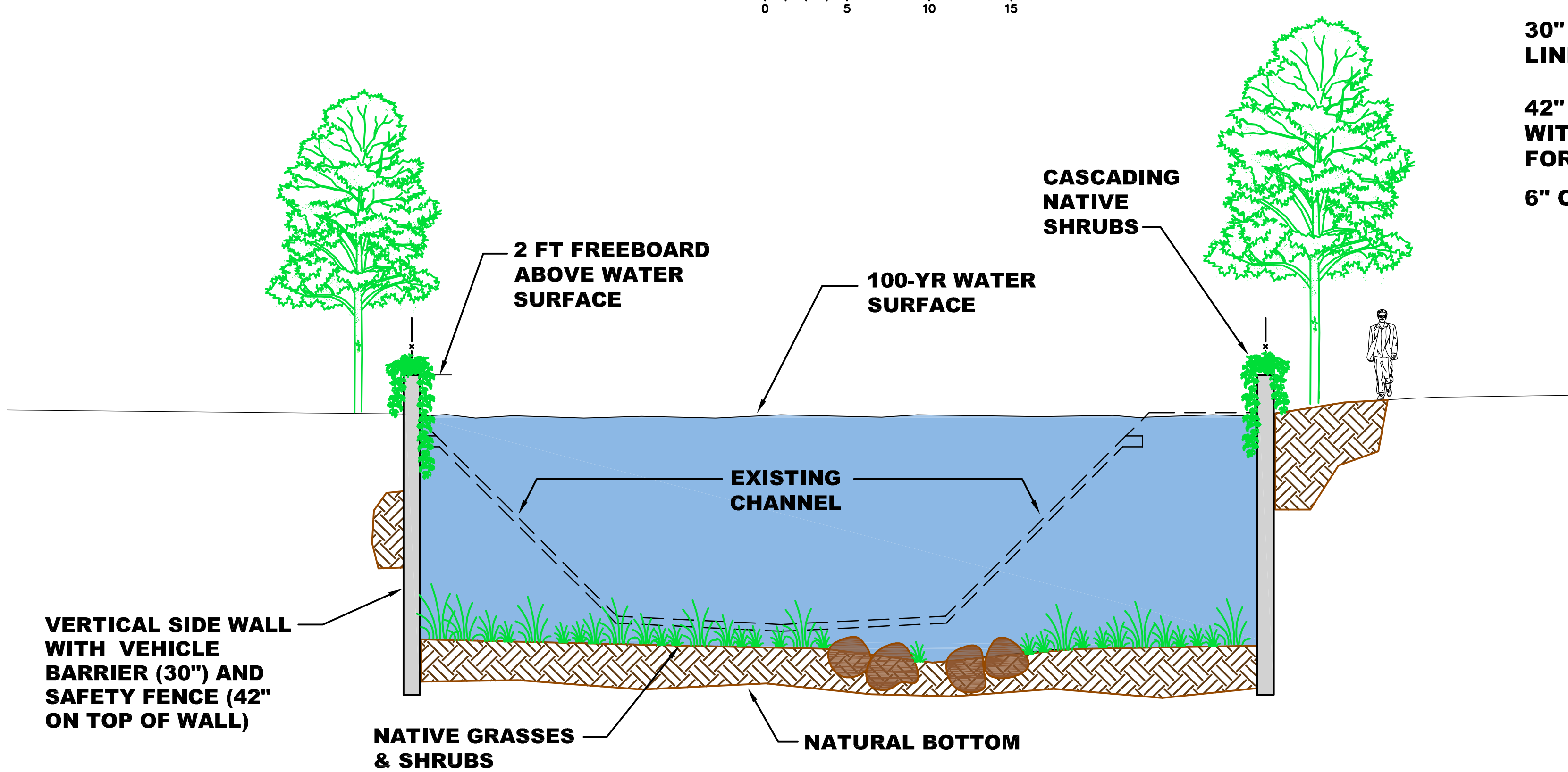


TYPICAL SECTION
WHERE CREEK IS ADJACENT TO KELLOGG AVE.

0 5 10 15



TYPICAL 42" WALL ELEVATION
N.T.S.



TYPICAL SECTION
DOWNSTREAM OF HOLLISTER AVE. (300')

0 5 10 15

NO.	DATE	REVISIONS	APPD.

CITY OF GOLETA

Penfield & Smith
ENGINEERS • SURVEYORS • PLANNERS
SANTA BARBARA CAMARILLO SANTA MARIA LANCASTER
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PRELIMINARY PLAN
SAN JOSE CREEK CAPACITY
IMPROVEMENT PROJECT
CITY OF GOLETA, CALIFORNIA

P&S PROJECT NO. 15581.01
SHEET 3 OF 6
PLAN DATE JUNE 2006

PLOT SCALE:1:1
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36-ENG SAVE DATE: 6/1/2006 11:31:33 AM
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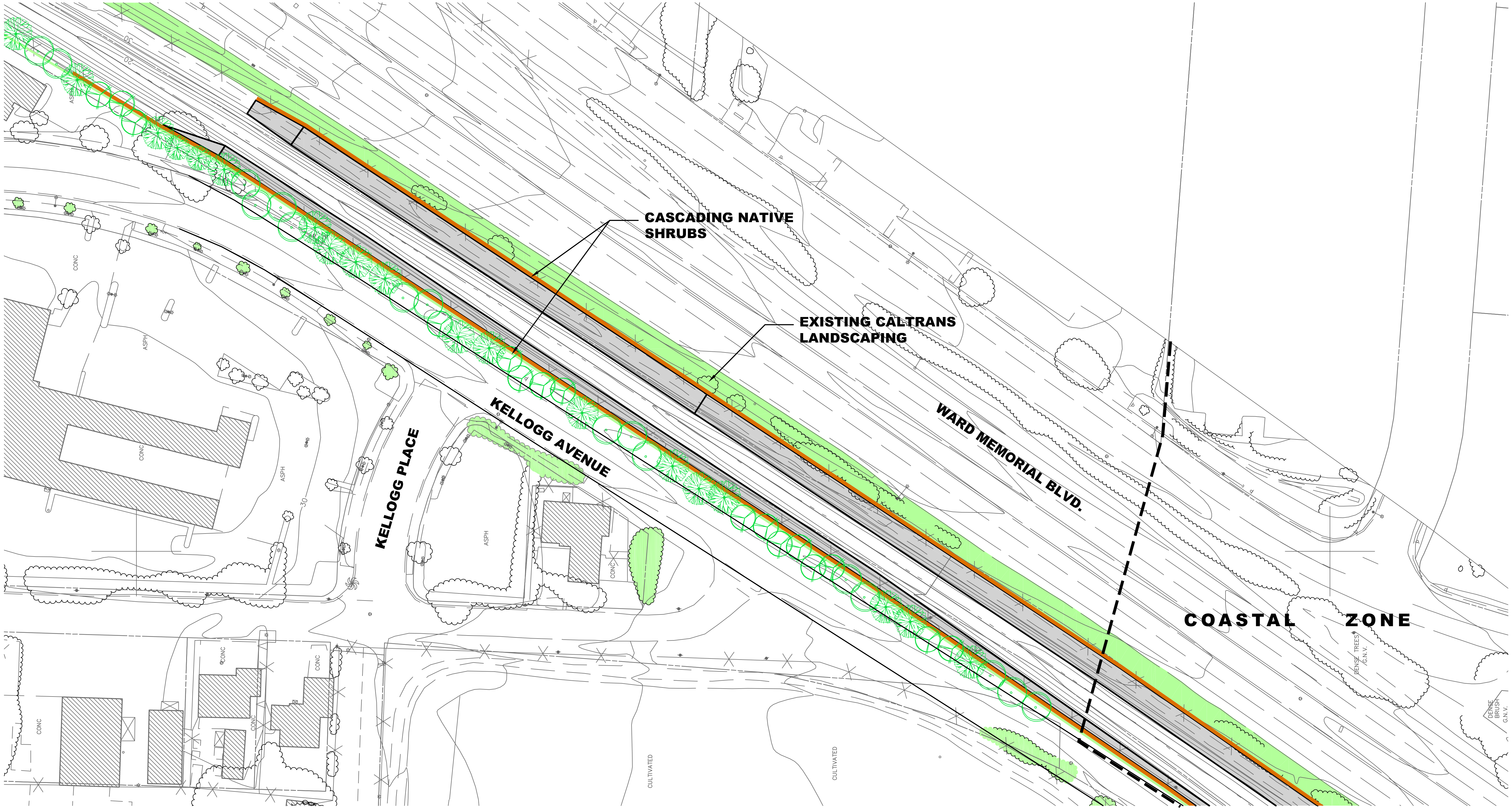
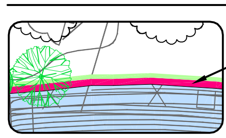
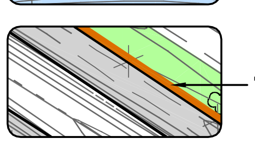


LEGEND



15' HIGH CHANNEL WALL



18" TO 42" FLOOD WALL

COASTAL ZONE BOUNDARY

SCALE: 1"=40

0 40 80 120

NO.	DATE	REVISIONS	APPD.

DESIGN BWB CHECKED

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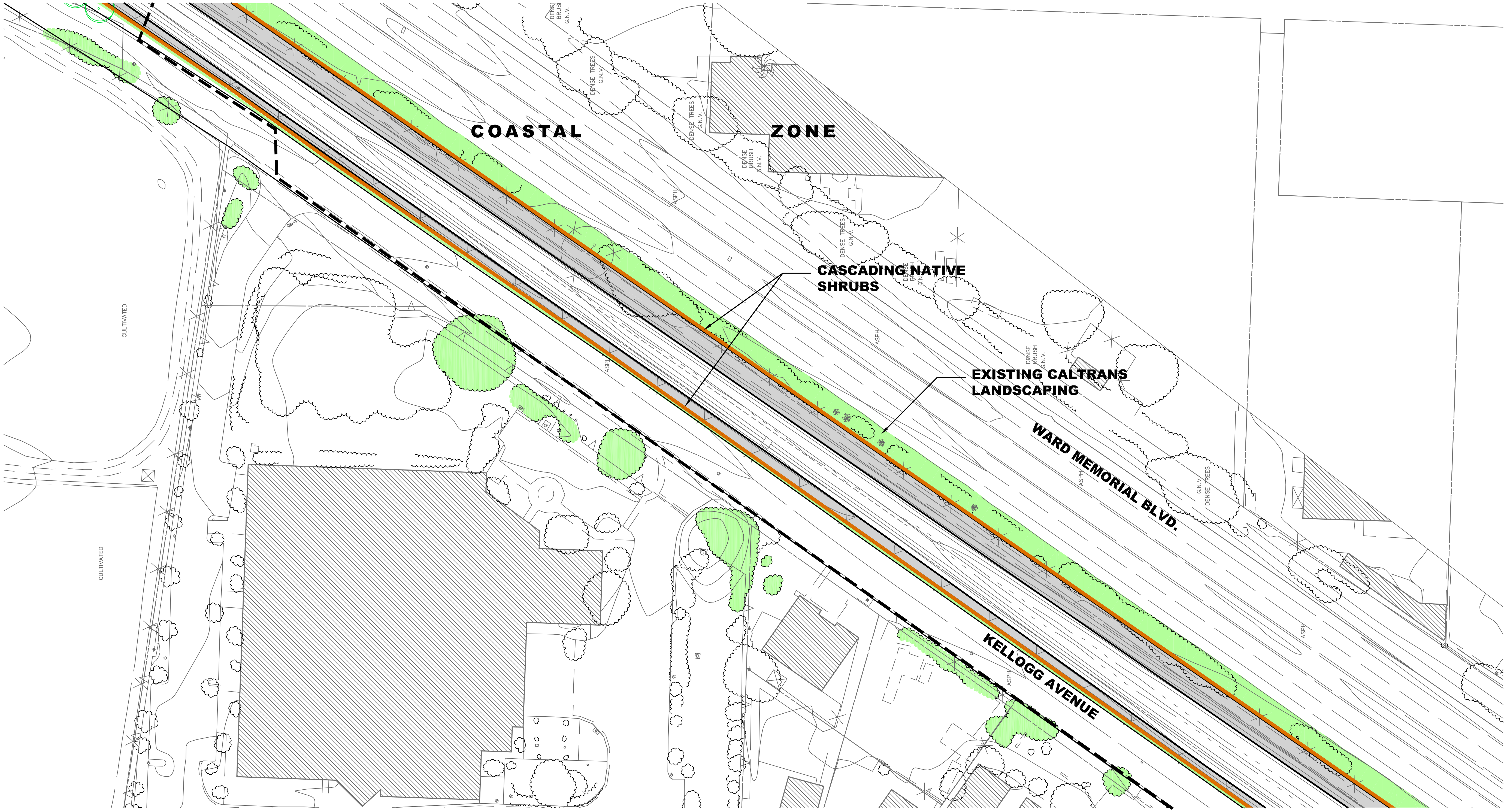
PRELIMINARY PLAN
SAN JOSE CREEK CAPACITY
IMPROVEMENT PROJECT
CITY OF GOLETA, CALIFORNIA

P&S PROJECT NO. 15581.01
SHEET 4 OF 6
PLAN DATE JUNE 2006

CITY OF GOLETA

36-ENG SAVE DATE: 5/30/2006 4:06:36 PM PLOT BY: Karl Beckley PLOT DATE: 5/30/2006 4:18:45 PM PLOT SCALE: 1:1

DRAWING: r:\acad\work\15581\landscape plans\15581lp2.dwg



LEGEND

15' HIGH CHANNEL WALL

18" TO 42" FLOOD WALL

COASTAL ZONE BOUNDARY

N

SCALE: 1"=40

0 40 80 120

PLOT SCALE:1:1 PLOT DATE:5/30/2006 4:18:05 PM PLOT BY:Karl Beckley

36-ENG SAVE DATE:5/30/2006 4:06:36 PM

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CITY OF GOLETA

NO.	DATE	REVISIONS	APPD.

DESIGN BWB CHECKED

BRUCE BURNWORTH DATE:

PROJECT ENGINEER

R.C.E. 34,394 (EXP. 9-30-07)

REGISTERED PROFESSIONAL ENGINEER
CRAIG A. STEWARD
NO 37253
EXPIRES
CIVIL
STATE OF CALIFORNIA

CITY OF GOLETA, CALIFORNIA

REVIEWED BY:

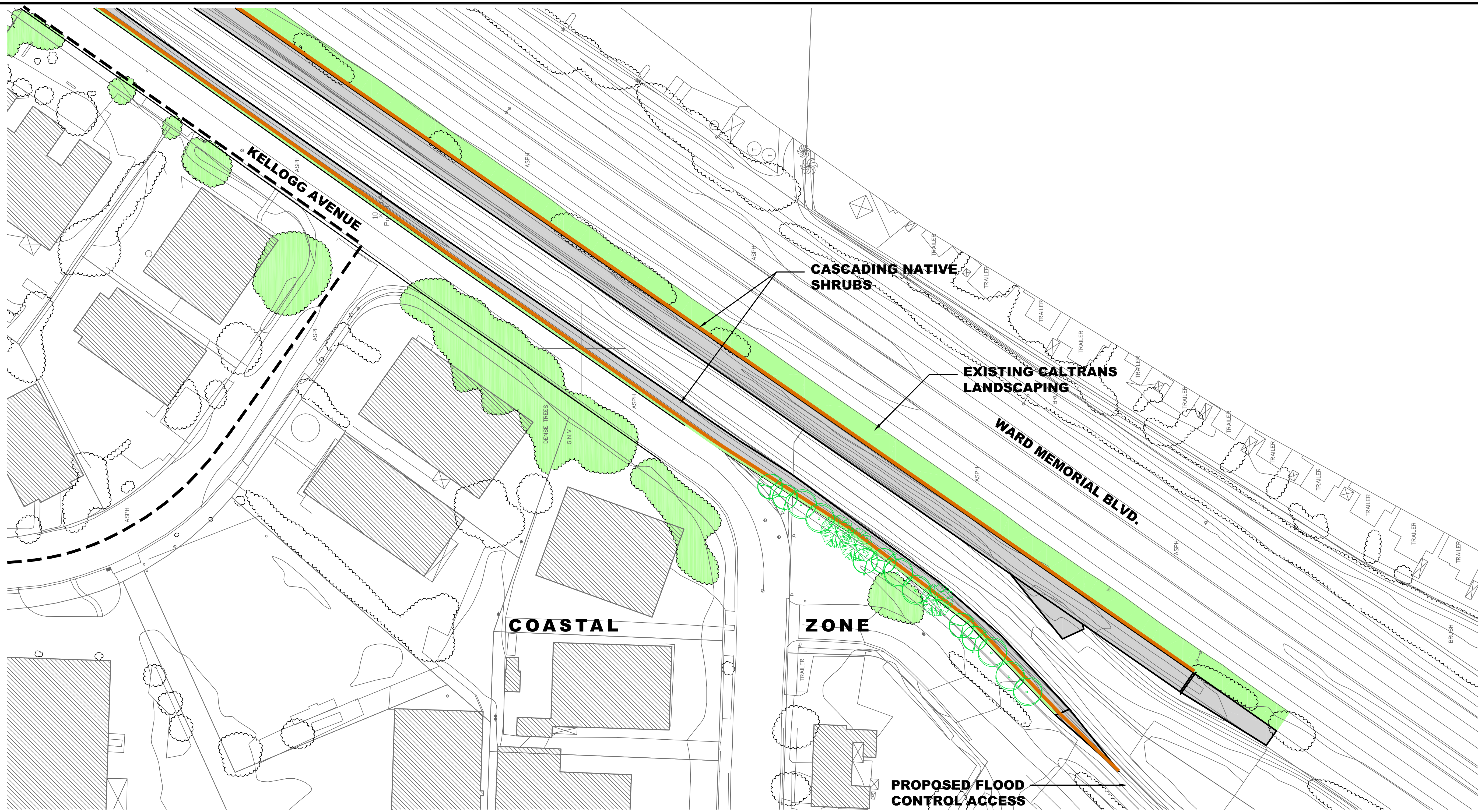
SIGNATURE DATE

PRELIMINARY PLAN
SAN JOSE CREEK CAPACITY IMPROVEMENT PROJECT
CITY OF GOLETA, CALIFORNIA

P&S PROJECT NO. 15581.01

SHEET 5 OF 6

PLAN DATE JUNE 2006



LEGEND

15' HIGH CHANNEL WALL

18" TO 42" FLOOD WALL

COASTAL ZONE BOUNDARY

SCALE: 1"=40

0 40 80 120

NO.	DATE	REVISIONS	APPD.

DESIGN BWB CHECKED

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PRELIMINARY PLAN
SAN JOSE CREEK CAPACITY IMPROVEMENT PROJECT
CITY OF GOLETA, CALIFORNIA

P&S PROJECT NO. 15581.01

SHEET 6 OF 6

PLAN DATE JUNE 2006

CITY OF GOLETA

36-ENG SAVE DATE: 5/30/2006 4:06:36 PM PLOT BY: Karl Beckley PLOT DATE: 5/30/2006 4:17:16 PM PLOT SCALE: 1:1

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ATTACHMENT B

Intersection Level of Service Criteria

LOS	*Signalized intersections (V/C Ratio)*	*Unsignalized intersections (Sec. of delay)*	*Definition*
A	< 0.60	≤ 10	Conditions of free unobstructed flow, no delays, and all signal phases sufficient in duration to clear all approaching vehicles.
B	0.61 – 0.70	> 10 and ≤ 15	Conditions of stable flow, very little delay, and a few phases are unable to handle all approaching vehicles.
C	0.71- 0.80	> 15 and ≤ 25	Conditions of stable flow, delays are low to moderate, and full use of peak direction signal phases is experienced.
D	0.81 – 0.90	> 25 and ≤ 35	Conditions approaching unstable flow, delays are moderate to heavy, and significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	0.91 – 1.00	> 35 and ≤ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, and congestion exists for extended duration throughout the peak period.
F	> 1.00	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal

Source: Highway Capacity Manual, 2000 Edition

ATTACHMENT C

Cumulative Projects

A list of cumulative projects under consideration or approved for the City of Goleta is provided (As of May 2007). In addition to the projects listed, the City is proposing the construction of transportation improvement projects for the Goleta Old Town area as part of the redevelopment effort as well as for the benefit of the surrounding region. This includes extending Ekwill Street and Fowler Road from Kellogg Avenue to Fairview Avenue, constructing improvements at the Hollister Avenue/State Route 217 intersections, and redesigning Hollister Avenue from Kellogg to Fairview Avenue.

CITY OF GOLETA
PLANNING AND ENVIRONMENTAL SERVICES
CUMULATIVE DEVELOPMENT PROJECTS LIST
(MAJOR PROJECTS)
MAY 2007 – Revised 5/15/07

PLANNER	PROJECT	LOCATION	APN	DESCRIPTION	STATUS
	PENDING	**PROJECTS**			
Hanson (OT)	Fairview Commercial Center; 01-SB-DP; CUP	151 S. Fairview Avenue	073-080-019	16,885 SF mixed use building (9,250 SF retail space, 6,110 SF office space) 2 units	Pending
Miller (OT)	Dwight Gregory 02-057-LUP	879 S. Kellogg Avenue	071-170-063	2,346 SF commercial addition	Pending
Moore (OT)	Bermant: Technology Drive Industrial (KS 7A) 02-081-DP et al	West side of Technology Drive	071-170-079 071-170-080	TM of 8 lots; 68,000 SF among 8 commercial/industrial buildings and 92,070 SF outside storage area or 265,695 SF outside storage area	Pending
Moore (OT)	University Properties 25-SB-PM; 26-SB-PD	SEC Technology and Thornwood Drives	071-170-085	TPM of 4 parcels and 5,427 SF industrial building (and potential for approx. 15,000 SF additional development)	Pending
Mullane	Islamic Society of Santa Barbara 03-051-DP; CUP	NEC Los Carneros and Calle Real	077-160-035	7,185 SF building for Islamic Center and attached apartment (1 DU)	Pending
Hanson	Winnikoff 22-SB-DP	260 Storke Road	073-100-032	New 2,232 SF office building	Pending

PLANNER	PROJECT	LOCATION	APN	DESCRIPTION	STATUS
Moore	BDC/Joslyn 71-SB-PM, -DP	6830 Cortona Drive	073-140-016	TPM of 3 parcels 171,526 SF M-RP buildings	Pending (Inactive)
Hanson	Los Carneros Pointe 45-SB-DP, -RZ, -OA, etc.	Los Carneros Road/ Los Carneros Way	073-330-030, 073-330-012, and others	31,051 SF commercial development including a day-care facility, restaurant, shops, and office	Pending
Miller (OT)	McClean's Auto Body 65-SB-DP	5989 Daley Street	071-152-019	Development Plan for 1,963 SF auto body shop	Pending
Hanson (OT)	Meyer-Thrifty 64-SB-DP	5971 Placencia Street	071-182-007	1,682 SF car rental agency office	Pending
Miller (OT)	Page Hotel 35-SB-DP et al	No assigned address; W. side of Kellogg at Ekwill alignment	071-130-023	178,000 SF hotel (247 rooms) 11,000 SF spa 6,000 SF restaurant	Pending (Inactive)
Mullane	Costco Gas Station 40-SB-DP	7095 Marketplace Drive	073-440-014	10,800 SF 4-island gas station	Pending
Hanson	Village at Los Carneros 03-050-TM, -DP, etc.	S. Los Carneros Road Cortona/Castilian Drives	073-330-024 & 073-330-027	275 residential units	Pending (Same site as approved Campus Pointe project)
Kolwitz	Taylor Parcel Map 03-053-PM	590 N. Kellogg Avenue	069-100-003	3 new parcels	Pending
Mullane	Sandpiper Golf Course Renovations 32-SB-DP, et al	7925 Hollister Avenue	079-210-059	Renovation and redevelopment of existing golf course	Pending (Inactive)
Miller (OT)	Gordon Mixed Use Project 49-SB-CUP/LUP	345 Pine Avenue	071-115-007	2 apartments in an existing 3,462 SF commercial building	Pending

PLANNER	PROJECT	LOCATION	APN	DESCRIPTION	STATUS
Kolwitz	Good Shepherd Lutheran Church 03-136-DP	380 N. Fairview Avenue	069-513-016	Addition of 18,000 SF parish hall	Pending
Kolwitz	Fairview Gardens 03-159-CUP	598 N. Fairview Avenue	069-090-052	5 units for farm-worker housing (2 trailers, 3 yurts), 1 trailer for kitchen facilities, 1 yurt for a farm office (127 SF)	Pending
Moore	Citrus Village 04-226-DP; TM	7388 Calle Real	077-490-043	11 residential units	Pending
Hanson	Bacara Completion Phase 05-034-DP, -TM	8301 Hollister Avenue	079-200-013	168,535 SF (62 suites)	Pending
Moore	Housing Authority 05-059-PM; DP AM02	5575 Armitos Avenue	071-090-085	Division of 2.43 acres into two parcels of 2.19 and 0.24 acres; addition of 1 new assisted living unit (4 rooms)	Pending
Hanson	City of Goleta Western Snowy Plover Habitat Management Plan 05-116-DP	Ellwood-Devereux	079-210-067, 079-210-024, and others	Western Snowy Plover Habitat Management Plan	Pending
Hanson	Rancho Mobile Home Park Subdivision (Guggenheim) 05-140-TM	7465 Hollister Avenue	079-210-058	Subdivision of a 17.84 acre rental mobile home park property (150 existing mobile homes).	Pending
Figg	Marriott Residence Inn 07-007-GP, -RZ, -DP	6300 Hollister Avenue	073-050-020	98,000 SF, 140-room hotel	Pending
Figg	Rincon Palms Hotel 07-020-RZ, -DP	6800 Block Cortona Drive	073-140-004	59,600 SF, 112-room hotel	Pending

PLANNER	PROJECT	LOCATION	APN	DESCRIPTION	STATUS
Kolwitz	Sturgeon Building 06-180-DP	SEC Los Carneros and Calle Real	077-160-040	14,000 SF retail/medical office	Pending
Moore	Haskell's Landing 07-102-GP, -TM, -DP, -DRB	Hollister Avenue w/o Las Armas Road	079-210-049	102 residential units	Pending
	APPROVED	**PROJECTS**			
Hanson	Campus Pointe 34-SB-DP, 38-SB-PM et al (Lots 2 and 5)	S. Los Carneros Road Cortona/Castilian Drives	073-330-024 and 073-330-027	2 M-RP buildings totaling 204,000 SF	Approved (on hold during processing of Villages at Los Carneros project)
Kolwitz	Camino Real Marketplace – Skating Facilities 95-DP-026	Santa Felicia Drive	073-440-022	46,000 SF ice rink 85 x 200 roller rink	Approved
Kolwitz (OT)	Fairview Corporate Center 74-SB-DP	420 S. Fairview Avenue	071-130-057, -061, -062	73,203 SF M-RP building	Approved
Moore (OT)	Sumida Gardens 94-DP-007 RV01 03-098-LUP	5501 Overpass Road	071-330-012	200 units	Approved
Hanson	Quixote Fund 00-DP-030	275 Mathilda Drive	079-554-009	2 units	Approved
Kolwitz	Robinson LLA-related lots	Baker, Violet and Daffodil Lanes	077-141-053, 077-141-070 & others	13 units (6 approved and 7 under construction)	Approved
Moore	Sares - Regis 55-SB-SCD	6767 Hollister Avenue	073-450-005	2,800 SF storage space	Approved

PLANNER	PROJECT	LOCATION	APN	DESCRIPTION	STATUS
Moore	Cabrillo Business Park 37-SB-DP et al	6767 Hollister Avenue	073-450-005	Business Park with new structures totaling 714,600 SF (R&D, self storage, onsite service related uses)	Approved
Moore (OT)	Stokes Industrial Building 02-084-DP	East side of Technology Drive	071-170-085	5,000 SF industrial building	Approved
	PROJECTS	**UNDER**	**CONSTRUC**	**TION/OCCUPIED**	
Kolwitz	Robinson LLA-related lots	Baker, Violet and Daffodil Lanes	077-141-053, 077-141-070 & others	13 units (SFDs; 6 approved and 7 under construction)	Occupied
Moore (OT)	Old Town Inn and Village 63-SB-RZ, TM, DP	5665 Hollister Avenue	071-130-059, -060	53,892 SF 98-room hotel 998 SF retail/commercial space 59,226 SF for 37 units and garages	Under Construction
Mullane	Comstock Homes 67-SB-TM	7800 block of Hollister Avenue	079-210-067	62 residential units (SFDs)	Under Construction
Kolwitz	Live Oak Unitarian Church Phase 2 92-CP-066	820 N. Fairview Avenue	069-070-028	2,996 SF sanctuary; 316 SF restroom facility	Under Construction
Miller (OT)	Nuovo Edificio 28-SB-DP	747 S. Kellogg Avenue	071-170-068	3,635 SF industrial building	Under Construction
Miller (OT)	Cislo 04-03-DP AM01	757 S. Kellogg Avenue	071-170-041	Remove office trailer; add 900 SF to existing developed M-1 property	Under Construction

	Residential Units	Commercial/Industrial SF
Pending	402	1,089,927
Approved	208	1,057,603
Under Construction	106	59,094
TOTAL	610*	2,206,624**

NOTE:

1. OT = Old Town
2. Wireless and Energy projects are not included in this table.
3. *Total of 615 units assumes the 275 unit Village at Los Carneros project is developed (and the 204,000 SF Campus Pointe project would not be developed).
4. **Total of 2,234,474 SF assumes the 204,000 SF Campus Pointe project is constructed (and the 275 unit Village at Los Carneros project would not be developed).

ATTACHMENT D

California Red-Legged Frog and Other Wildlife Survey Report

CALIFORNIA RED-LEGGED FROG AND OTHER WILDLIFE SURVEY REPORT

San Jose Creek Capacity Improvement Project

City of Goleta, Santa Barbara County, California

Prepared by

Science Applications International Corporation
525 Anacapa Street
Santa Barbara, California 93101

January 2007

Introduction

The following report summarizes the California red-legged frog (*Rana aurora draytonii*) and other wildlife surveys conducted within and around the San Jose Creek Capacity Improvement Project located on the San Jose Creek in Goleta, California. This report describes the survey methods and results and provides a habitat characterization in terms of California red-legged frog habitat in the survey area.

Purpose

The City of Goleta is proposing a capital improvements project along a section of San Jose Creek at the Hollister Avenue bridge consistent with Policies and Implementation Actions identified in the City of Goleta General Plan, 2006. The proposed project is the design and installation of modifications to the existing concrete channeling and flood protection to provide improved flood protection. Components of the proposed project include the removal and replacement of existing concrete channeling with an improved channel design, removal and widening of the existing Hollister Avenue bridge, and relocation of an existing sewer line currently suspended from a metal bridge over the creek. The line would be relocated underneath State Route 217.

Methods

The USFWS has developed a specific protocol for biologists to accurately survey for California red-legged frogs. By using the methods described in USFWS protocols, the surveys could later be accepted as verifying the species' presence.

USFWS protocol surveys were conducted for California red-legged frogs by SAIC biologist, Ted Mullen on May 25, 26, and June 1 and 26, 2005. As required in the 1995 USFWS Survey Protocols, surveys consisted of two daytime and two nighttime surveys of all appropriate habitat within the project boundary. The San Jose Creek drainage was surveyed for approximately 2,000 feet upstream and 2,500 feet downstream of the Hollister Avenue bridge. The USFWS protocol requires red-legged frog surveys to be conducted between May 1 and November 1. Daytime surveys for this species were conducted on May 25 and June 1. Nighttime surveys were conducted on May 26 and June 26, 2005.

Nighttime surveys consisted of the biologist walking around the periphery of suitable aquatic habitat using a flashlight to detect eye-shine from red-legged frogs. The field surveys focused on identifying the presence of California red-legged frogs or habitat that could be used by the species for breeding, summer refuge or as migratory corridors.

Observations of other wildlife were recorded during the day and night surveys.

Survey Results

The San Jose Creek drainage within the survey area was flowing at the time of the 2005 surveys. No California red-legged frogs were observed in this area during any of the protocol surveys. Several habitat requirements for California red-legged frog were present in the creek upstream of the Hollister Avenue bridge including flowing water, deeper pools, and a vegetation community in the bottom and along the slopes of the drainage (which included a mixture of willow riparian vegetation and non-native weedy species in upland areas). However, this part of the drainage also showed a high level of disturbance including trash, non-native weedy species in the upland areas, and close proximity to heavy human use. In addition, the area is very close to housing which means pets are likely visitors in the drainage. On both night surveys several raccoons were observed following the biologist during the duration of the survey, and other non-native species were observed (crayfish and mosquito) fish in the channel; both of these species are known predators of amphibian eggs.

Due to the lack of any observations of the species and the high level of disturbance in the creek, the channel up and down stream of the Hollister Avenue bridge is not considered to be suitable habitat for California red-legged frogs except as a possible travel corridor during the rainy season.

Other wildlife species observed in the project area:

> Pacific treefrog (*Hyla regilla)*, western fence lizard (*Sceloporus occidentalis)*, raccoon (*Procyon lotor)*, spotted sandpiper (*Actitis macularia)*, turkey vulture (*Cathartes aura)*, red-tailed hawk (*Buteo jamaicensis)*, red-shouldered hawk (*Buteo lineatus)*, great blue heron (*Ardea herodias)*, green heron (*Butorides virescens)*, mallard (*Anas platyrhynchos)*, mourning dove (*Zenaida macroura)*, rock dove (*Columba livia)*, Anna'a hummingbird (*Calypte anna)*, Nuttall's woodpecker (*Picoides nuttallii)*, acorn woodpecker (*Melanerpes formicivorus)*, American crow (*Corvus brachyrhynchos)*, western scrub jay (*Aphelocoma californica)*, cliff swallow (*Petrochelidon pyrrhonota)*, ash-throated flycatcher (*Myiarchus cinerascens)*, black phoebe (*Sayornis nigricans)*, oak titmouse (*Baeolophus inornatus)*, bushtit (*Psaltriparus minimus)*, Bewick's wren (*Thryomanes bewickii)*, house wren (*Troglodytes aedon)*, northern mockingbird (*Mimus polyglottos)*, common yellowthroat (*Geothlypis trichas)*, Hutton's vireo (*Vireo huttoni)*, spotted towhee (*Pipilo maculatus)*, California towhee (*Pipilo crissalis)*, song sparrow (*Melospiza melodia)*, white-crowned sparrow (*Zonotrichia leucophrys)*, house sparrow (*Passer domesticus)*, house finch (*Carpodacus mexicanus)*, lesser goldfinch (*Carduelis psaltria)*, and European starling (*Sturnus vulgaris).*

Although no bats were observed or heard at the Hollister Avenue bridge during the night California red-legged frog surveys, the bridge potentially could be used by bats for roosting. The bridge also could be used by nesting swallows although no nests were recorded during the day surveys.

Conclusions/Recommendations

1. Activities that restore riparian vegetation and maintain clean water flow within the Creek channel near the project boundary will increase the habitat value for California red-legged frogs and other riparian species. Although this species has not been recorded in the drainage, habitat improvements that would result in increased water depth and plant cover would increase the likelihood of red-legged frogs using the drainage as summer habitat or a travel corridor. This will in turn increase the value of the deeper pools upstream of the project site as breeding habitat or as summer refuge for the species.

2. The Hollister Avenue bridge should be checked by a qualified biologist for the presence of bats prior to bridge removal and replacement.

3. The bridge should be checked for swallow nests prior to the nesting season, and measures to prevent nesting on the bridge should be implemented if nesting could occur during construction activities at and near the bridge.

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ATTACHMENT E

Mitigation, Monitoring, and Reporting Plan

San Jose Creek Capacity Improvement Project Mitigation Monitoring and Reporting Plan					
Mitigation Measure	**Implementation Procedure or Action**	**Organization Responsible for Implementation**	**Reporting/ Notification Requirement**	**Compliance Schedule**	**Verification of Compliance**
AIR QUALITY					
AQ1	Dust Control: Dust generated by construction activities shall be kept to a minimum with a goal of retaining dust on the site. The following dust control measures listed below shall be implemented by the applicant. a) During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease. b) During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour. c) After clearing, grading, earth-moving, or excavation is completed, the disturbed area must be treated by watering or revegetating; or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. d) Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. e) Trucks transporting fill material to and from the site shall be tarped from the point of origin.	Construction Contractor	Dust control measures shall be identified on all final construction plans.	Prior and During Construction	Responsible Party: City Staff Date: Ongoing
AQ2	Dust Monitoring: The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress.	Construction Contractor	N/A	Prior and During Construction	Responsible Party: City Staff Date: Ongoing
BIOLOGICAL RESOURCES					

San Jose Creek Capacity Improvement Project Mitigation Monitoring and Reporting Plan					
Mitigation Measure	**Implementation Procedure or Action**	**Organization Responsible for Implementation**	**Reporting/ Notification Requirement**	**Compliance Schedule**	**Verification of Compliance**
BIO1	Red-legged Frog: A qualified monitor shall be present during installation of any water diversions, initial vegetation clearing, and excavation/rock placement work upstream of Hollister Avenue. The monitor will check the area for red-legged frogs prior to the work. If any are found, work would be halted until the frogs leave the work area or until consultation with the USFWS has been completed and authorization for take has been authorized so that they can be relocated upstream to suitable habitat by the monitor.	City of Goleta	City shall have qualified RLF biologist on retainer; Construction Contractor shall provide advanced notice and schedule for activities requiring monitor.	Prior and During Construction	Responsible Party: Contractor/Bio Monitor Date: Ongoing

San Jose Creek Capacity Improvement Project Mitigation Monitoring and Reporting Plan					
Mitigation Measure	**Implementation Procedure or Action**	**Organization Responsible for Implementation**	**Reporting/ Notification Requirement**	**Compliance Schedule**	**Verification of Compliance**
BIO2	Native Trees: A Native Tree Protection and Replacement Plan (NTRP) shall be prepared by a certified arborist or qualified expert and approved prior to vegetation clearing. All native trees to be removed, except willows which are included in the Riparian Vegetation Protection and Replacement Plan below, will be covered. This plan can be developed as a component of the Landscape Plan.	City of Goleta	Prepare NTPRP	Prior to Construction	Responsible Party: Contractor/Bio Monitor Date: Ongoing
BIO3	Riparian Vegetation: A Riparian Vegetation Protection and Replacement Plan (RVPRP) shall be prepared and approved prior to vegetation clearing. This plan can be developed as a component of the Landscape Plan.	City of Goleta	Prepare RVPRP	Prior to Construction	Responsible Party: Contractor/Bio Monitor Date: Ongoing
BIO4	Breeding Birds: The pre-approved Riparian Vegetation Protection and Replacement Plan shall include seasonal constraints on vegetation removal and nesting bird survey specifications to reduce impacts to nesting birds within the work area.	City of Goleta	N/A	Prior to Construction	Responsible Party: Contractor/Bio Monitor Date: Ongoing
CULTURAL RESOURCES					
ARCH1	Cultural Resources Monitoring: Onsite monitoring by a qualified archeologist and appropriate Native American observer shall occur during all grading, excavation, and site preparation that involves earth moving operations. In the unlikely event archaeological remains or cultural resources are encountered during construction in the proposed project area, work shall be stopped immediately or redirected and the City shall be notified. A qualified archaeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition. Disposition would be determined by the City in conjunction with the affected Native American nation.	City of Goleta	A report of findings is required if archaeological remains or cultural resources are encountered during the project.	Prior and During Construction	Responsible Party: City Staff Date: Ongoing

San Jose Creek Capacity Improvement Project Mitigation Monitoring and Reporting Plan					
Mitigation Measure	**Implementation Procedure or Action**	**Organization Responsible for Implementation**	**Reporting/ Notification Requirement**	**Compliance Schedule**	**Verification of Compliance**
HYDROLOGY & WATER QUALITY					
WQ1	Storm Water Pollution Prevention Plan (SWPPP): A SWPPP shall be prepared under the provisions of a Construction General Storm Water Permit and specifically include measures to: (1) prevent erosion and sediment runoff from the construction site and from the post-construction site that could cause sedimentation in the creek or Goleta Slough; and (2) prevent discharge of construction materials, contaminants, washings, concrete, fuels, and oils to the creek. These measures shall include, at a minimum, physical devices to prevent sedimentation and discharges (e.g., silt fencing, straw bales), and routine monitoring of these devices and revegetation of disturbed soils that would remain exposed after construction. BMPs shall be developed and implemented based on the following guidance manuals: California Storm Water Best Management Practice Handbook (Stormwater Quality Task Force 1993) and Caltrans Storm Water Quality Handbook – Construction Contractor's Guide and Specifications (Caltrans 1997). Types of BMPs that would be implemented as appropriate to site conditions include: Stockpile Management BMPs, Grading and Filling BMPs, Dewatering BMPs, and Waste Management BMPs.	Construction Contractor	Prepare SWPPP	Daily Prior and During Construction	Responsible Party: on-site construction management personnel or environmental monitor Date: Ongoing
NOISE					
N1	Noise Prevention: Construction activities for the proposed project shall be limited to weekdays between the hours of 8:00 a.m. and 5:00 p.m., in accordance with the City of Goleta General Plan Noise Element Policy 6.4.	Construction Contractor	N/A	During Construction	Responsible Party: City Staff Date: Ongoing
N2	Noise Control: All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.	Construction Contractor	N/A	During Construction	Responsible Party: City Staff Date: Ongoing

San Jose Creek Capacity Improvement Project Mitigation Monitoring and Reporting Plan					
Mitigation Measure	**Implementation Procedure or Action**	**Organization Responsible for Implementation**	**Reporting/ Notification Requirement**	**Compliance Schedule**	**Verification of Compliance**
TRANSPORTATION & TRAFFIC					
TRANS1	Traffic Management Plan: A qualified traffic engineer shall prepare a traffic management plan that defines how traffic operations will be managed and maintained on roadways during each phase of construction including any detours, signage, lane closures, or utility relocation work.	City of Goleta	Prepare a Traffic Management Plan	Prior and During Construction	Responsible Party: Contractor Date: Ongoing
TRANS2	Repairs and Refurbishments: Kellogg Avenue will be repaired and refurbished to City of Goleta standards for “Minor Arterials” following project construction.	City of Goleta	N/A	After Construction	Responsible Party: City Staff Date: Ongoing
TRANS3	Design Plan Review: A qualified traffic engineer will review and approve final design plans for the Hollister Avenue Bridge and alterations to Kellogg Avenue resulting from the proposed project.	City of Goleta	N/A	Prior to Construction	Responsible Party: City Staff Date: Ongoing
UTILITIES & SERVICE SYSTEMS					
UTIL1	Construction Waste Recycling: Demolition and/or excess construction materials shall be separated onsite or offsite for reuse/recycling or proper disposal (e.g., concrete, asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite or separated offsite.	Construction Contractor	N/A	During Construction	Responsible Party: City of Goleta Date: Ongoing

ATTACHMENT F

Public Comment Letters

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

CITY OF GOLETA
CALIFORNIA
APR 9 2007
RECEIVED

April 5, 2007

George Amoon
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Subject: San Jose Creek Capacity Improvement Project
SCH#: 2007031035

Dear George Amoon:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 4, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2007031035
Project Title San Jose Creek Capacity Improvement Project
Lead Agency Goleta, City of

Type Neg Negative Declaration

Description The proposed project involves constructing modifications to the existing concrete channel to provide improved flood protection. Components of the project include removal and replacement of the Hollister Avenue bridge and removal and replacement of portions of the existing concrete channeling with an improved channel design including removing a 430 foot concrete section to be left unpaved as a natural stream bottom. The project also includes removal of a secondary steel bridge (located approximately 100 feet downstream of the Hollister Avenue Bridge) and relocation of an existing sewer line currently suspended from it.

Lead Agency Contact

Name George Amoon
Agency City of Goleta
Phone (805) 961-7500 **Fax**
email
Address 130 Cremona Drive, Suite B
City Goleta **State** CA **Zip** 93117

Project Location

County Santa Barbara
City Goleta
Region
Cross Streets Hollister Avenue / Kellogg Avenue
Parcel No.
Township **Range** **Section** Varies **Base**

Proximity to:

Highways US 101 and SR 217
Airports Santa Barbara Municipal Airport
Railways UPRR
Waterways San Jose Creek, San Pedro Creek, Atascadero Creek, Maria Ygnacio Creek, Los Carneros Creek,
Schools Teco
Land Use Kellogg ES, Hollister ES, El Camino ES, Foothill ES, La Patera E
Project passes through several designations:
GP: Public/Quasi-Public, Old Town, Planned Residential
Z: C-2, DR-10, M-1, M-S-Gol

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Cumulative Effects; Flood Plain/Flooding; Noise; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 3; Department of Parks and Recreation; Native American Heritage Commission; Office of Historic Preservation; Department of Fish and Game, Region 5; Department of Water Resources; California Coastal Commission; California Highway Patrol; Caltrans, District 5; Caltrans, Division of Aeronautics; State Lands Commission

Date Received 03/06/2007 **Start of Review** 03/06/2007 **End of Review** 04/04/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

March 14, 2007

RECEIVED
MAR 16 2007
STATE CLEARING HOUSE

clear
4/4/07
e

George Amoon
City of Goleta, Community Services Department
130 Cremona Drive, Suite B
Goltea, CA 93117

RE: SCH# 2007031035- San Jose Creek Capacity Improvement Project, Santa Barbara County.

Dear Mr. Amoon:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

✓ Contact the appropriate Information Center for a record search to determine:
  - If all or a part of the APE has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.

✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

✓ Contact the NAHC for a Sacred Lands File Check (SFL).
  - **SFL Check Completed, indicating potential impact to NAHC Site Nos. n-sba8, n-sba-10 and n-sba12 (Goleta USGS quadrangle).**
    Please contact Diane Napoleone to determine if your project will impact this site. Her address and telephone number are on the attached *Native American Contacts* list.

    The absence of specific site information in the Sacred Lands File does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites (see below).

✓ Contact the NAHC for a list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures.
  - **Native American Contacts List attached**
    The NAHC makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend other with specific knowledge. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received. If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information.

Lack of surface evidence of archeological resources does not preclude their subsurface existence. Lead agencies should include in their mitigation plan:

- Provisions for the identification and evaluation of accidentally discovered archeological resources, per CEQA Guidelines §15064.5(f).
- Provisions for monitoring all ground-disturbing activities in areas of identified archaeological sensitivity by a archaeologist meeting the professional qualifications as defined in the in the *Secretary of the Interior's Standards and Guidelines* for archaeology and a culturally affiliated Native American monitor.
- Provisions for the curation of recovered artifacts, per CEQA Guidelines 15126.4(5)(b)(3)(C), in consultation with culturally affiliated Native Americans.
- Provisions for discovery of Native American human remains. Health and Safety Code §7050.5, CEQA Guidelines §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Government Program Analyst
(916) 653-4040

CC: State Clearinghouse

State of California – The Resources Agency ARNOLD SCHWARZENEGGER, *Governor*

DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201

Received after April 4 comment deadline.

April 10, 2007

Mr. George Amoon
City of Goleta
130 Cremona Drive, Ste. B
Goleta, CA 93117
Fax No.: (805) 685-2635

Draft Mitigated Negative Declaration for the
San Jose Creek Capacity Improvement Project
SCH #2007031035, Santa Barbara County

Dear Mr. Amoon,

The Department of Fish and Game (Department), has reviewed the above Draft Mitigated Negative Declaration (DMND) for impacts to biological resources. The City of Goleta (City) proposes to modify San Jose Creek at the Hollister Avenue Bridge (bridge) in order to improve flood protection. Proposed project components include bridge replacement, replacement and widening of the concrete-lined channel upstream and downstream of the new bridge, and removal of a separate steel bridge.

The habitat with the potential to be impacted by the project is dense riparian woodland, in an area which is designated as Environmentally Sensitive Habitat (ESHA) by the City. Proposed project impacts include the removal of arroyo willow (*Salix lasiolepis*), coast live oak (*Quercus agrifolia*), and California sycamore (*Platanus racemosa*) trees. Wildlife with the potential to be impacted by the project include the Federally Endangered and State Special Concern Species southern steelhead (*Oncorhynchus mykiss*) and the Federally Threatened and State Special Concern Species California red-legged frog (*Rana aurora draytonii*). Measures proposed to mitigate impacts include a tree protection and replacement plan, a riparian vegetation protection and replacement plan, employment of a biological monitor for pre-construction surveys for California red-legged frog, and avoidance of southern steelhead migration and bird nesting season.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Guidelines §15386(a)) and pursuant to our authority as a Responsible Agency (CEQA Guidelines §15381) over those aspects of the proposed project that come under the purview of the Fish and Game Code Section 1600 et seq. As trustee for the State's fish and wildlife resources, the Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species.

Proposed Project

While we appreciate the concept of removing the concrete bottom and allowing a more naturalized streambed to form as outlined in the proposed project, the City is not proposing to remove the bottom of the entire channelized section, which has been identified as a steelhead migration barrier by the Department and National Marine Fisheries Service (NMFS). It is the entire channelized section, approximately 0.78 mile, which acts as a barrier to migration. As currently proposed the project would not facilitate passage for adult and juvenile southern steelhead as well as other protected aquatic species that historically utilized San Jose Creek. Additionally, the proposed project does not take into consideration that San Jose Creek has been designated as critical habitat for southern steelhead by NMFS on September 2, 2005. The Department encourages the City to work with its steelhead restoration biologist and engineering team to further develop the proposed project to incorporate fish passage. Potential exists for other funding sources to help cover the additional costs associated with including a fish passage component to the project. Another option would be to consider an alternative that could achieve the objectives of flood control and fish passage.

Proposed Alternatives

A range of alternatives to the proposed project were presented in § 6.4 of the DMND, but the City considered they would not provide adequate flood protection or be too costly. However, the Department believes there is an additional alternative that the City should consider.

High water flow from San Jose could be diverted to the existing Old San Jose Channel, which still contains a natural bed and bank for most of the channel. The old channel flows behind the southern end of Rutherford Street, across Pine, and behind Daley, Matthews and Olney, Placencia and Corta Streets; then south to the confluence of San Pedro, where some of the water flows into San Pedro, and some into the new San Jose.

The old and new San Jose channels are only 1300 feet apart at the Hollister Bridge. The old channel flows west of the new channel, and was diverted along Highway 217 to send water faster to Goleta Slough. Some additional steps may be needed, including: the removal of giant cane (*Arundo donax*), along with sediments, and piping the high water flows for about 300 feet under Kellogg Avenue. But the river could then flow in an open channel for 700 feet to connect with the old channel.

Thank you for this opportunity to provide comment. Questions regarding this letter and further coordination on these issues should be directed to Ms. Natasha Lohmus, Environmental Scientist, at (805) 684-6281.

Sincerely,

Dal A. Mayer

FOR Larry L. Eng, Ph.D.
Regional Manager
South Coast Region

cc: Ms. Betty Courtney
Department of Fish and Game
Santa Clarita, California

Ms. Natasha Lohmus
Department of Fish and Game
Santa Barbara, California

Ms. Mary Larson
Department of Fish and Game
Los Alamitos

Mr. Martin Potter
Department of Fish and Game
Ojai

Mr. Scott Morgan
State Clearinghouse
Sacramento, California

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3111
FAX (805) 549-3329
TDD (805) 549-3259
http://www.dot.gov/dist05

Flex your power!
Be energy efficient!

April 2, 2007

SB - 217
PM - Var

George Amoon
Community Services
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA. 913117

Dear Mr. Amoon;

RE: Comments Regarding the Draft Mitigated Negative Declaration / Environmental Assessment for the San Jose Creek Capacity Improvement Project

The California Department of Transportation (Caltrans) has reviewed the above referenced Environmental Document and as a result, the following comments were generated.

1. The cover sheet identifies this document as an Environmental Assessment but there is no reference to the Federal Agency approving the NEPA document and no signature from a lead Federal Agency approving the document for public circulation. The introduction states that the intent of the document is to satisfy both CEQA and NEPA and that there may be funding from FHWA and FEMA. Federal funding through FHWA would require that the Environmental Assessment be approved by Caltrans and FHWA prior to the public release of the environmental document. Without prior approval from the Federal Agency, the environmental document does not meet the requirements of NEPA.

2. The Draft Mitigated Negative Declaration / Environmental Assessment identifies potential adverse effect to California red-legged frog and Steelhead. Both species are federally listed threatened/endangered species. There is no indication that Section 7 consultation has been initiated between the Lead Federal Agency (FHWA and/or FEMA) and NOAA Fisheries and/or U.S. Fish and Wildlife Service. Section 7 is normally completed prior to the public release of a draft NEPA document and must be completed before a NEPA determination can be made.

3. The Draft Mitigated Negative Declaration / Environmental Assessment identifies potential adverse effect to cultural resources. There is no indication that Section 106 consultation has been initiated between the Lead Federal Agency (FHWA and/or FEMA) and SHPO. Section 106 consultation is normally completed prior to the public release of a draft NEPA document and must be completed before a NEPA determination can be made.

4. The project will have at least one sewer main crossing and traffic control. If the drainage improvements are in our right of way they will need an encroachment permit. That portion of our right of way would have likely been deeded to County Flood Control.

5. Due to the preliminary nature of the information describing this project some items may not have been identified in this review. Significant mitigation measures while not identified at this point may be required as a condition of the encroachment permit for any work within the State Highway System. Detailed information such as complete engineering drawings, traffic studies, hydraulic calculations and environmental reports outlining impacts to environmental resources (biological, cultural, visual, etc.) within the state R/W may need to be identified, quantified and submitted for the Encroachment Permit review. These as well as other documents may need to be submitted and reviewed as part of the encroachment permit application before Caltrans can make a final determination as to the appropriateness of the mitigation measures within the State Highway System. The recommendations made in this review should be considered preliminary and subject to change based on more detailed review of the applicants final engineered construction level plans, final engineered traffic studies and actual field review of the proposed project site. In all cases, any deviation from Caltrans Design standards should not be considered to be a viable option until the applicant has been issued an approved exception to Design Standards.

If you have any questions, or need further clarification on items discussed above, please don't hesitate to call Joseph Londono at (805) 549-3615.

Sincerely;

Joseph Londono

Joseph Londono
District 5
Development Review

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

March 14, 2007

George Amoon
City of Goleta, Community Services Department
130 Cremona Drive, Suite B
Goltea, CA 93117

RE: SCH# 2007031035- San Jose Creek Capacity Improvement Project, Santa Barbara County.

Dear Mr. Amoon:

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Sincerely,

Katy Sanchez

Katy Sanchez
Associate Government Program Analyst
(916) 653-4040

CC: State Clearinghouse

Native American Contacts
Santa Barbara County
March 14, 2007

Ernestine DeSoto
1027 Cacique Street, #A — Chumash
Santa Barbara , CA 93103
(805) 962-3598

Puilulaw Khus
2001 San Bernardo Creek — Chumash
Morro Bay , CA 93442

Beverly Salazar Folkes
1931 Shadybrook Drive — Chumash, Tataviam, Fernandeño
Thousand , CA 91362
805 492-7255

Julie Lynn Tumamait
365 North Pole Ave — Chumash
Ojai , CA 93023
jtumamait@hotmail.com
(805) 646-6214

Owl Clan
Dr. Kote & Lin A-Lul'Koy Lotah
48825 Sapaque Road — Chumash
Bradley , CA 93426
(805) 472-9536

Patrick Tumamait
992 El Camino Corto — Chumash
Ojai , CA 93023
yanahea2@aol.com
(805) 640-0481
(805) 216-1253 Cell

Santa Ynez Band of Mission Indians
Vincent Armenta, Chairperson
P.O. Box 517 — Chumash
Santa Ynez , CA 93460
varmenta@santaynezchumash.org
(805) 688-7997
(805) 686-9578 Fax

San Luis Obispo County Chumash Council
Chief Mark Steven Vigil
1030 Ritchie Road — Chumash
Grover Beach , CA 93433
pshoemaker@santaynezchumash.org
(805) 481-2461
(805) 474-4729 - Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2007031035, San Jose Creek Capacity Improvement Project, Santa Barbara County.

Native American Contacts
Santa Barbara County
March 14, 2007

John Ruiz
1826 Stanwood Drive — Chumash
Santa Barbara, CA 93103
(805) 965-8983

Stephen William Miller
189 Cartagena — Chumash
Camarillo, CA 93010
(805) 484-2439

John Sespe
P.O. Box 303 — Chumash
Pala, CA 92059
(760) 742-2274

Santa Ynez Tribal Elders Council
Adelina Alva-Padilla, Chair Woman
P.O. Box 365 — Chumash
Santa Ynez, CA 93460
elders@santaynezchumash.org
(805) 688-8446
(805) 693-1768 FAX

Gilbert M. Unzueta Jr.
571 Citation Way — Chumash
Thousand, CA 91320
(805) 375-7229

Randy Guzman - Folkes
233 Maclay Street, PO BOX 308 — Chumash, Fernandeño, Tataviam, Shoshone Paiute, Yaqui
San Fernando, CA 91340
ndnrandy@hotmail.com
(805) 501-5279 (cell)

Diane Napoleone and Associates
Diane Napoleone
6997 Vista del Rincon — Chumash
La Conchita, CA 93001
dnaassociates@sbcglobal.net
805-643-7492

Charles S. Parra
P.O. Box 6612 — Chumash
Oxnard, CA 93031
(805) 340-3134 (Cell)
(805) 488-0481 (Home)

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Native American Contacts
Santa Barbara County
March 14, 2007

Richard Angulo
P.O. Box 182 — Chumash
Salome, AZ 85348

Santa Ynez Band of Mission Indians
Sam Cohen, Tribal Administrator
P.O. Box 517 — Chumash
Santa Ynez, CA 93460
(805) 688-7997
(805) 686-9578 Fax

Carol A. Pulido
165 Mountainview Street — Chumash
Oak View, CA 93022
805-649-2743 (Home)

Melissa M. Para-Hernandez
119 North Balsam Street — Chumash
Oxnard, CA 93030
805-988-9171

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This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2007031035, San Jose Creek Capacity Improvement Project, Santa Barbara County.

Santa Barbara County
Air Pollution Control District

Our Vision Clean Air

TO: City of Goleta - Department of Planning
ATTN: George Amoon
FROM: Vijaya Jammalamadaka VJ
DATE: March 14, 2007
CASE #: Goleta 06-127-DP (CZ) Goleta San Jose Creek Capacity Improveme
(APN)

CITY OF GOLETA
CALIFORNIA
MAR 16 2007
RECEIVED

The Air Pollution Control District has reviewed the referenced case and offers the following:

__ The APCD has no comment on this project at this time.

__ Applicant must be issued an APCD permit prior to construction or operation of this project.

__ Applicant must apply for an APCD permit exemption prior to land use clearance.

__ The applicant should determine whether the structure(s) proposed for demolition contains asbestos that is friable or has the potential to become friable during demolition or disposal. If the structure does contain friable asbestos, the asbestos should be removed by a contractor that is state certified for asbestos removal.

Att Applicant is required to complete the attached "Asbestos Demolition/Renovation Notification" form. The completed form should be mailed to the Santa Barbara APCD and EPA Region IX no later than the date specified in number 2 of the instructions. (for the two bridges)

X Standard dust mitigation measures (dated September 1996) are recommended for all construction and/or grading activities. The name and telephone number of an on site contact person must be provided to the APCD prior to issuance of land use clearance.

Attachment

cc:

Project File
TEA Chron File

Terence E. Dressler Air Pollution Control Officer
260 North San Antonio Road, Suite A Santa Barbara, CA 93110 • www.sbcapcd.org 805.961.8800 805.961.8801 (fax)

SANTA BARBARA COUNTY
AIR POLLUTION CONTROL DISTRICT
STANDARD DUST CONTROL REQUIREMENTS

1. Dust generated by the development activities shall be retained onsite and kept to a minimum by following the dust control measures listed below. Reclaimed water shall be used whenever possible.

    a. During clearing, grading, earth moving or excavation, water trucks or sprinkler systems are to be used in sufficient quantities, after each day's activities cease, to prevent dust from leaving the site and to create a crust.

    b. After clearing, grading, earth moving or excavation is completed the disturbed area must be treated by watering or revegetating; <u>or</u> by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

    c. During construction, water trucks or sprinkler systems are to be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

2. Importation, Exportation and Stockpiling of Fill Material:

    Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

    Trucks transporting fill material to and from the site shall be tarped from the point of origin.

    If the construction site is greater than five acres, gravel pads must be installed at all access points to minimize tracking of mud on to public roads.

3. Activation of Increased Dust Control Measures:

    The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.

4. Recordation of Mitigation Measures:

    Prior to land use clearance the applicant shall include, as a note on a separate informational sheet to be recorded with map, these dust control requirements. All requirements shall be shown on grading and building plans.

Santa Barbara County
AIR POLLUTION CONTROL DISTRICT
www.sbcapcd.org
Notification for Renovation and Demolition (USEPA Approved)

Please read instructions on pages 4 and 5 and definitions on page 6 before completing this form

Section I. Notification **APCD Identification Number:** ____________________

MAIL TO:
Santa Barbara APCD
Post Office Box 6447
Santa Barbara, CA 93160-6447
(805) 961-8800

PROJECT #: ____________________

TODAY'S DATE: ________________

Demolition Dates:
*Start Date:________
Finish Date:________

Asbestos Abatement Dates:
*Start Date:________
Finish Date:________

**You MUST start on this date or revise this notification by fax (961-8801) or hand delivery (ONLY revisions may be faxed – fax only this page)*

APCD USE ONLY
Date Rec ________
Pstmrk ________
Check# ________
Amount ________

Emergency (E) ________ (See Definition of Emergency - Prior Approval is Recommended!)
ORIG_______ REV 1 2 3 4 (CIRCLE ONE) CANCL__________

Fees for Asbestos Demolition and Renovation (APCD Rule 210, schedule E)
*Please check box and submit proper amount

	Fee	
Demolition of Regulated Structure: (demolitions require a stand-alone notification, see attached definitions).		
Each Building	$ 103.30	☐
Asbestos Removal Renovations:		
260 linear or 160 square feet but Less than 500 linear or square feet	$ 413.21	☐
500 or greater but less than 1000	$ 585.38	☐
1000 or greater but less than 2500	$ 785.10	☐
2500 or greater but less than 5000	$ 971.03	☐
5000 or greater but less than 10,000	$1,136.32	☐
10,000 or greater	$1.342.92	☐

- Attach survey and/or declaration of abatement per 40 CFR §61.145(a). -

Section II. Addresses

Asbestos Contractor:
Company Name:______________________
Contact Name:______________________
Address:______________________
City:______________________
State/Zip:______________________
Phone:(   )______________________
Fax:(   )______________________

Owner Address:______________________
Address:______________________
City:______________________
State/Zip:______________________
Phone:(   )______________________

General Contractor (if applicable):
Company Name:______________________
Contact Name:______________________
Street Ad:______________________
City:______________________
State/Zip:______________________
Phone:(   )______________________

Facility:________________ Age:________
Description:______________________
Street Ad:______________________
City:______________________
State/Zip:______________________
Phone:(   )______________________

Rev 6/06

Section III. Project Specifications Renovation or Demolition (circle one)

Are Asbestos Containing Materials (ACM) present? (Yes / No) **(Attach Survey)**

Asbestos Type & percent %: Amosite _____ Amphibole _____ Chrysotile _____ Other _____

Amount of Asbestos to be Removed

Unit	Total RACM To Be Removed	Non-friable Asbestos Containing Material	
		Category I	Category II
Linear Feet (Pipes)			
Square Feet (Surface Area)			

Section IV. Procedures - Procedure used to detect the presence of Asbestos Containing Materials (ACM):

(circle) visual Bulk sampling PLM PCM TEM

Description of planned demolition or renovation work to be performed and method(s) to be employed, including demolition and renovation techniques to be used and description of facility components:_____

Description of work practices and engineering controls to be used to comply with 40 CFR Part 61, including asbestos removal and waste handling emission control procedures:_____

Section V. Disposal

Waste Transporter #1: Name:_____ Tel.#: ( )_____
Address:_____
City:_____ State:_____ Zip Code:_____

Waste Disposal Site: Name:_____ Tel.#: ( )_____
Location:_____
City:_____ State:_____ Zip Code:_____

Section VI. Governmental Ordered Demolition - Attach Order

Section VII. Emergency Renovations - Call for Approval.

Be prepared to provide the following information: the date and hour the emergency occurred, a description of the sudden and unexpected event, and an explanation of how the event caused an unsafe condition, or would cause equipment damage or an unreasonable financial burden.

Section VIII Unexpected Discovery of Asbestos

Description of procedures to be followed in the event that unexpected Asbestos is found or previously non-friable Asbestos material becomes crumbled, pulverized, or reduced to powder:_____

Section IX Trained Individual On-Site (if applicable)

I certify that a trained individual in the provisions of the NESHAP regulation will be on-site during the renovation or demolition and evidence that the required training has been accomplished by this person will be available for inspection during project hours.

Type/Print Name of On-site Trained Supervisor (s)

cell ph # or/on-site ph #/ pager #

Certification # Training ProviderExp Date

Section X. Statement

I certify that the information contained in this notification is complete and correct to the best of my knowledge:

(Signature of Owner/Operator) (Date)

Type/Print Name

Telephone Number

Additional Comments:

INSTRUCTIONS FOR COMPLETING NOTIFICATION

NOTE: Emergency Renovation, as defined by 40 CFR §61.141, means a renovation operation that was not planned but results from a sudden, unexpected event that, if not immediately attended to, presents a safety or public health hazard, is necessary to protect equipment from damage, or is necessary to avoid imposing an unreasonable financial burden. This term includes operations necessitated by non-routine failures of equipment.

Please note that verbal or facsimile notifications will not be accepted. Original notifications must be in writing, received either by mail or by hand delivery. Notifications must be accompanied by payment and survey and/or declaration of abatement. Only revisions and cancellations may be faxed. A revision is required any time the amount of RACM to be abated changes by 20% or more and whenever a reported start date cannot be met.

Section I. Notification

A. A copy of this notification should be sent to the Santa Barbara Air Pollution Control District (APCD) at P.O. Box 6447, Santa Barbara, CA 93160-6447 (for projects being performed in Santa Barbara County).

B. Asbestos notification requirements are as follows:

1. Notification of all Renovations and Demolitions are to be postmarked or delivered to the District 10 working days prior to starting work, unless it is an Emergency Renovation (see definition). Emergencies are defined in the NESHAP regulation.

2. Please state whether the Notification for the Project is an Original, Revision, or Cancellation in the space provided.

3. Attach copy of asbestos survey and/or declaration of abatement.

4. Please check appropriate box for fee submittal. Amount submitted should correspond with fee schedule. NOTE: Notifications received without the appropriate fee are considered incomplete.

5. If a revision to a notification is needed, please write the assigned APCD Identification Number (call 805-961-8800 for number) in the top right-hand corner (space provided) and submit. ***Revisions should be faxed to 961-8801 or hand delivered to arrive before start of work.***

C. **All** demolitions of regulated structures are regulated by NESHAPS and require written notification.

Section II. Addresses

A. Please complete all areas that are applicable. If sections are the same Name and Address (for e.g., Owner and Facility), entering "same" is acceptable.

B. In the event there is no asbestos to remove and no Asbestos Contractor is hired – leave blank.

C. "General Contractor" means the Contractor or company employed by the owner to complete the project.

D. "Facility" means the name, description, and actual street location of the structure/project.

Section III. Project Specifications

A. From the results of your survey identify the types and percent of asbestos present in the structure/facility.

B. The total amount of Regulated Asbestos Containing Material (RACM) must be entered. It is this amount that determines the fees required in Section I.

Section IV. Procedures

A. Please complete all areas that are applicable.

B. Briefly describe the types of ACM to be removed and the removal method(s). i.e. remove acoustic ceiling tiles using wet methods

C. Briefly describe the work practices and engineering controls to be used. i.e. full containment and negative air.

Section V. Disposal - Please complete all areas that are applicable.

Section VI. Government Ordered Demolition - Complete all areas that are applicable and attach a copy of the order.

Section VII. Emergency Renovation – Calling for Prior Approval is Recommended - After initial call please complete all areas of notification that are applicable and submit within 48 hours. Work that definitively qualifies as an emergency may be started immediately. Starting a project early that is not an emergency will result in the issuance of a Notice of Violation and assessment of penalties.

Section VIII. Unexpected Discovery of Asbestos - Briefly describe the procedures to be used in the event of unexpected discovery of asbestos. i.e. cease all work, seal the area, and contact a certified asbestos abatement contractor.

Section IX. Trained Individual On-Site - If there is no asbestos involved in the renovation/demolition, there is no need to have a trained individual on-site and as such you may enter N/A in this block.

Section X. Statement - Certification statement should be signed by the owner of the property or a legal representative of the owner such as the General Contractor or Asbestos Consultant who has authority to sign for him/her. Be advised that whoever signs the notification has the obligation to provide revisions as required.

If you have any questions on completing this form, please contact the APCD Engineering & Compliance Division (ECD) at (805) 961-8800.

ASBESTOS DEMOLITION AND RENOVATION COMPLIANCE CHECKLIST

Read the following, and sign indicating your project is EXEMPT or NOT EXEMPT. Refer to list below for definitions of underlined terms. Note: definitions may differ from Building Department usage.

This document covers demolition and renovation projects of regulated structures (as defined below).

- Non-regulated structures are EXEMPT from reporting to Santa Barbara County Air Pollution Control District (APCD). If project does not involve a regulated structure, it is EXEMPT. **Stop** and sign below.
- Renovation Survey: if a survey shows no Asbestos Containing Material (ACM) your project is EXEMPT unless you are demolishing the structure (see demolition definition).
- Survey: if your survey shows friable ACM (see below) AND the material to be removed is more than 160 square feet or 260 linear feet AND the removal is from a regulated structure, your project is NOT EXEMPT and you must notify APCD. If a survey shows non-friable ACM, AND that material can be removed in that condition, the project is EXEMPT from APCD notification requirements for that removal.

**Note: ACM removal is also regulated by other agencies. The State of California requires that contractors removing, surveying, or consulting on ACM that is more than 100 square feet be specially licensed.

- Demolition: If you are demolishing (see demolition definition) a regulated structure you **must** notify the APCD. Note: notifications are required even if your survey shows no ACM.

I have read the above and declare the following (sign one of the indicated places):

My project at ______________________________________ is EXEMPT from APCD notification.
address of facility/structure

SIGNED:____ **Phone:** ____________________

My project is NOT EXEMPT from APCD notification.

SIGNED:____

Note to Applicant and Building Department: please copy this signed form to the permit file.

DEFINITIONS

Asbestos containing material (ACM): any material or product that contains more than 1% asbestos.
Asbestos renovation: the removal of more than 160 square feet or 260 linear feet of ACM.
Category I non-friable ACM: asbestos-containing packings, gaskets, resilient floor covering, and asphalt roofing products. (typically pliable materials, including sealants and mastics)
Category II non-friable ACM: any other ACM that when dry **cannot** be reduced to powder by hand pressure. (typically non-pliable/cementitious materials)
Demolition: the wrecking or taking out of any load-supporting member of a facility together with any related handling operations or intentional burning of any facility. Note: this definition may differ from Building Department usage.
Friable ACM: any ACM that when dry can be crumbled, pulverized, or reduced to powder by normal hand pressure.
Non-friable ACM: any ACM that **cannot** be reduced to powder by normal hand pressure.
Regulated Asbestos Containing Material (RACM): any friable ACM that will be removed during a renovation of a regulated structure. ACM that will become friable due to the removal technique is also regulated. Note: while linoleum flooring is considered Category II ACM while managed in place, removal always renders it friable.
Regulated structure: any commercial structure (past or present), apartment complex, two or more adjacent detached residential buildings, government building, building to be demolished by fire training, urban renewal, or ordered building demolition. ***(Note: stand alone single family residences and those with ATTACHED garages are exempt)***
Survey: a thorough inspection of the facility to determine the presence of asbestos. State and federal regulations require that surveys be done by qualified licensed personnel.

A detailed Policy & Procedure is available upon request.
QUESTIONS? CALL APCD at 805-961-8800. Ask for the asbestos coordinator.

Community Services
130 Cremona Drive, Suite B
Goleta, CA 93117

Attn: George Amoon

Re: San Jose Creek Capacity Improvement Project

April 3, 2007

Goleta City Council and Staff,

Bottiani Properties has great concerns regarding the proposed San Jose Creek Capacity Improvement Project 06-127-DP (CZ). In particular, we are opposed to the removal of the steel bridge crossing San Jose Creek parallel to and just south of Hollister Avenue. We believe the project will severely impact both our property value, and will cause great hardship to our tenants at 5551 – 5553 Hollister Avenue.

1. We currently have a County Flood Control easement over the creek in order to connect our properties at 5551 – 5553 and 5555 Hollister Avenue. By removing the bridge and widening the creek, the project will remove the contiguous access to all the property, as well as physically decrease our property. The result will be a loss in property value.

2. Bridge removal will cause hardship to our tenant Mission City Leasing. In order for the other tenants in the office condominiums behind Mission City leasing to enter and exit the property, Mission City will have to relinquish a large portion of the lot to provide an entrance and exit for the other tenants, thus reducing the useable space to conduct business.

3. Bridge removal will cause a single point of ingress and egress for all tenants at this location. Our concern is one of safety in case of a fire. Without this steel bridge, the project will remove an alternate exit for tenants behind Mission City Leasing.

Bottiani Properties respectfully requests further review of the creek project before removing the steel bridge. We understand that one option is to build a replacement bridge. Although this will require loss of parking space near the Sizzler restaurant, reducing our property value and impacting tenants, we would like the City to include us in the discussion to ensure an equitable solution to this problem. We ask that for remaining project planning in the Hollister Avenue area, we be included in the discussion since our property and small business tenants will be greatly impacted.

Sincerely,

Maureen Bottiani

Maureen Bottiani, Bottiani Properties Manager

Bottiani Properties
P.O. Box 816
Goleta, CA 93116
(805) 845-5033

City of Goleta
Community Services
130 Cremona Drive, Suite B
Goleta, CA 93117

CITY OF GOLETA
CALIFORNIA
APR -3 2007
RECEIVED

Attention: George Amoon
Re: San Jose Creek Project

April 2, 2007

To Whom It May Concern:

As a member of Bottiani Properties LLC, I am writing to address my concerns regarding the San Jose Creek Channel Project. Bottiani Properties LLC owns the steel bridge discussed in this project and all adjacent properties on both sides of the steel bridge. (5551, 5553 5555, 5575, 5559, Hollister and 320 South Kellogg) This project will significantly impact all tenants during and following the construction of the new Hollister Ave. bridge/San Jose Creek channel, as well as removal of the steel bridge.

1. Lost revenues to all tenants/property owners
2. Devalue the properties listed above.
3. Changes traffic flow for tenants. Especially tenants at 320 South Kellogg Ave. (difficulty going east on HollisterAve.) Mission City Leasing, and the office condos located behind Mission City Leasing (difficulty going west on Hollister Ave.)
4. Most concerning are the office condos located behind Mission city Leasing. Is there another way out if there should be a fire?

I do not agree with this and will continue to voice my opinion regarding this project.

Respectfully,

Ann Marie (Bottiani) Mizes
8209 Persimmon Hill Lane
Jacksonville, Florida 32256
904-363-0066 Phone

Jean L. Thompson
10560 Roundwood Glen Court
Jacksonville, FL 32256

April 2, 2007

Mr. George Amoon
City of Goleta, Community Services
130 Cremona Drive, Suite B
Goleta, CA 93117

VIA FACSIMILE: (805) 685-2635

RE: San Jose Creek Capacity Improvement Project

I have only recently been made aware that the City Council is considering a project to widen the San Jose Creek Channel that runs between parcels owned by Bottiani Properties, LLC. As a member of Bottiani Properties LLC I am writing this letter to state that I am opposed to the removal of the steel bridge as proposed in the above referenced project.

In my opinion, your proposed removal of the bridge would not only significantly impact the value of our properties it would place all tenants of 5551 Hollister Avenue and 5553 Hollister Avenue with an on-going hardship to Westerly access of Hollister Avenue. In addition it would impact the natural flow of traffic within Kellogg Square (most significantly the tenants on the East side of the center attempting to access Hollister Avenue East.)

I realize that there is an option to replace the steel bridge in your proposal and hereby request that if the project moves forward and the creek channel is widened that a replacement be constructed.

Respectfully,

Jean Thompson

Jean Thompson
(904) 519-1159 Home

Thomas L. Williams, Jr.
Counselor & Attorney at Law

Post Office Box 50348 • Santa Barbara • California 93150
Telephone: (805) 969-4244 • Facsimile: (805) 969-2044
E-Mail: tlw@nv.net

April 4, 2007

CITY OF GOLETA
CALIFORNIA
APR 4 2007
RECEIVED

Community Services
130 Cremona Drive, Suite B
Goleta, California 93117
Attention: George Amoon

Re: San Jose Capacity Improvement Project

Dear Sir:

I represent John Mullins, President of the Mission City Auto Center, located at 5551 Hollister Avenue, Goleta, California 93117. The Auto Center has been a member of the Goleta Business Community since it located at its present address in 1995.

At the outset, I believe it is important for you to know that no notice related to this project was received by Mr. Mullins or the property manager for the owners of the property until the last few days. My clients are incredulous that notice of a project of this magnitude and impact is just now being provided given the amount of time that this project must have been under consideration. If nothing else it is just not fair.

For my clients, the crux of the matter is that the removal and replacement of the Hollister Avenue Bridge is very likely to destroy their business. Ingress and egress from Hollister Avenue will be difficult if not impossible for much or all of the time the project is under way. Similarly, the removal of the Steel Bridge that provides ingress and egress to the property to the west and then to Kellogg Avenue will further isolate the business. The fact is that no matter how you try to alleviate the ingress and egress problems this project will create, people just have a tendency not to travel to a business or other locations that are difficult to get to.

In addition, if my client's business somehow manages to survive the construction process, the replacement of the Steel Bridge needs to be mandatory and not just an "option". If it is not replaced, the isolation of the business will continue, as it will make the free flow of customers in and out the business property extremely difficult. Needless to say, not replacing the Steel Bridge will also inhibit the businesses ability trade with other Goleta based businesses.

My clients request that you reconsider this ill advised plan and consider other alternatives that will avoid the negative impacts on the people and businesses it is the City's duty to serve.

Thank you in advance for your consideration of my clients concerns. Please contact me if you have any questions or comments. In the meantime, I remain

Yours very truly,

Thomas L. Williams, Jr.

mp:TLW
cc: Mr. John Mullins; File
4/4/2007 10:00 AM

P.O. Box 3802
TUSTIN, CA 92781
APRIL 4, 2007

COMMUNITY SERVICES
130 CREMONA DR., SUITE B
GOLETA, CA 93117

ATTENTION: MR. GEORGE AMOON
FAX: 805-685-2635

RE: SAN JOSE CREEK CAPACITY IMPROVEMENT PROJECT
06-127-DP (CZ) (MND/EA)

DEAR COMMUNITY SERVICES OF CITY OF GOLETA:

WE OWN THE PROPERTY JUST EAST AND OF SAN JOSE CREEK AND NORTH OF HOLLISTER. MY FAMILY HAS OWNED THE PARCEL SINCE THE 1920S. WE ARE VERY PLEASED THAT THE IMPROVEMENTS TO THE FLOOD CONTROL CHANNEL ARE GOING TO OCCUR.

WE WOULD LIKE TO REQUEST THAT THE FLOODING OF OUR PARCEL BE REDUCED AS MUCH AS POSSIBLE. IN EXAMINING THE BEFORE AND AFTER MAPS, IT APPEARS THAT WE HAVE MORE FLOODING THAN BEFORE IN PART OF OUR LAND NEAR ARMITOS. WOULD IT BE POSSIBLE TO USE THE FLOOD WALLS THAT ARE PROPOSED FOR THE CHANNEL DOWNSTREAM OF HOLLISTER? WE WOULD BE HAPPY TO HAVE 36-42 INCH WALLS SET BACK FROM THE CREEK ON OUR LAND TO HELP CONTROL AND LIMIT FLOODING.

WE WOULD ALSO BE HAPPY TO HAVE THE CREEK BANK BUILT UP WITH DIRT TO HELP CONTAIN FLOODING.

THANK YOU FOR CONSIDERING THESE IDEAS WHICH DO NOT INTERFERE WITH THE CREEK, BUT WHICH WOULD HELP PROTECT OUR LAND.

SINCERELY,

John E. Newland
JOHN E. NEWLAND

Amet Newland
AMET NEWLAND

March 27, 2007

Community Services
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Attn: George Amoon

Re: San Jose Creek Capacity Improvement Project 06-127-DP (CZ)
Comments on Draft Mitigated Negative Declaration/Environmental Assessment

Mr. Amoon,

Thank you for the opportunity to provide public comments on the above-referenced project. I am a homeowner living at the La Goleta Condominiums on Dearborn Place. These 240 condominium units are adjacent to San Jose Creek and are upstream of the proposed project site.

I am writing in support of the proposed project on the condition that the following two issues are handled in a satisfactory manner:

1. **Flood Hazard Maps Require Revision**. In June of 2004, FEMA updated the Flood Insurance Rate Map (Map Number 0603312329E) for the area. A copy of this map is enclosed as Attachment "A". This revised map placed a very small portion of Building 41 of our complex in the 100 year flood zone. Prior to this June 2004 revision, Building 41 was outside this zone. The significance for the homeowners was that flood insurance is now mandatory.

   Attachment A of the draft Mitigated Negative Declaration/Environmental Assessment contains Figure 2 entitled "*Existing and Proposed Floodplains*". Two questions immediately arise:

   (a) Why does the proposed project floodplain near the La Goleta Condominiums (on the far right of Figure 2) stay the same? Given the purpose of the project, it does not make sense that there would be no change in this upstream floodplain area. The elevation changes 15 feet from this area to the Hollister Bridge. Are there other aspects of the proposed project that cause the proposed floodplain in this upstream area to stay the same? If so, these need to be clearly defined in the environmental document and the affected public needs the ability to review and comment on it.

(b) Why is the proposed floodplain area increasing in the upstream area near La Goleta Condominium Building 41? A close inspection of Figure 2 from Attachment A of the environmental document shows an actual increase in the floodplain zone due to the proposed project. Nowhere in the environmental document is this new impact discussed. As noted in (a) above, it makes no sense why the proposed project appears to have no impact on this upstream area. A copy of Figure 2, as it exists in draft environmental document, as well as a magnified and marked up version of this figure is enclosed in Attachment "B".

(c) Please explain and clarify why the existing and proposed floodplain maps in Figure 2 do not correlate to the June 2, 2004 FEMA flood rate map provided in Attachment "A" of this letter. The FEMA maps show Building 41 in the floodplain, but the environmental document does not. What is the basis used to define the "baseline" flood zone near Building 41 and why does it differ from the "official" FEMA maps provided to the public? Is the baseline incorrect? Is the proposed floodplain map also incorrect? Please clarify if the maps in the environmental document are FEMA reviewed and approved.

In summary, my expectation and request is that the proposed project be modified to ensure that the revised FEMA Flood Hazard Maps (including the Flood Insurance Rate Map) and proposed floodplain maps result in all La Goleta Condominium buildings being mapped outside of the 100 year flood and that they be classified in the X Zone.

2. **Traffic Mitigation Not Sufficient**. I am pleased to see that Attachment E (Mitigation, Monitoring and Reporting) requires a Traffic Management Plan. I am, none-the-less, extremely concerned about the potential for massive traffic delays during the Hollister Bridge demolition and construction phase. As an example, last October, Hollister Avenue westbound from Dearborn towards Old Town was resurfaced. This required shutting down one traffic lane. This "simple" resurfacing project created long traffic delays extending well beyond the Pacifica Suites Hotel. It took nearly 20 minutes to travel a few hundred feet. I simply can't imagine this occurring every day for eight months. The problem in this area is compounded by a number of factors which include:

- West bound traffic coming from six (6) lanes (two from Hollister, two from Ward Drive, one from State Route 217 exiting onto Hollister and one from Dearborn Place exiting on Hollister). Having all this traffic funneled down to one lane at the bridge will create long delays.

- The traffic light at Ward Drive and Hollister needs to be better managed during the construction period. During the October resurfacing project, this light operated "as normal" and resulted in worsening an already bad situation by not allowing cars to move westbound on Hollister. The draft Mitigated Negative Declaration should require that the entrance onto State Route 217 (Southbound to Hwy 101) be closed during the project. This will allow for a smoother flow of traffic and an improved transition from 2 lanes to 1 as traffic nears the construction site.

- Ingress and egress to Dearborn Place will be significantly impacted. It is already difficult enough for the 700+ residents to get into and out of Dearborn Place as there is only one entrance (from the east) and one exit (to the west). This requires folks to double-back via U-turns at the Kellogg Avenue traffic light if they need to go towards Santa Barbara and to double-back near the San Rafael church/school in order to enter Dearborn if coming from Old Town. In both cases these residents must go through the project multiple times. Is it possible to create a temporary traffic light at Dearborn Place and Hollister to allow for traffic in both east/west directions?

- The businesses on South Kellogg (especially south of Hollister) have a large traffic impact already via employee cars and customers. A large portion of these trips occur from eastbound traffic from Hollister Avenue (including State Route 217). One could easily envision this traffic attempting to go around the construction site by detouring through Old Town via Fairview Avenue. This will create backups in Old Town and will create added safety hazards for those folks attempting to use the cross-walks. We all know that commuters tend to drive 10+ miles per over the speed limit through Old Town.

Given the above, I request that the draft Mitigated Negative Declaration contain additional mitigation language to address these potentially significant traffic and safety issues. A "generic" Traffic Management Plan requirement seems insufficient given the know problems which are very likely to occur.

Thank you again. Please call if you have any questions or if you can address my questions and requests.

Sincerely,

Michael Goldman
41 Dearborn Place, Unit #70
Goleta, CA 93117
(805) 680-6927
mfg@mfgoldman.com

Mail Address:

Michael Goldman
PO Box 60823
Santa Barbara, CA 93160

ATTACHMENT "A"

Flood Hazard Determination for APN 071-240-1 thru 20
(November 11, 2004)

Santa Barbara County Flood Control & Water Conservation District and Water Agency

123 E. Anapamu Street, Santa Barbara, California 93101
(805) 568-3440 FAX: (805) 568-3454
Web: http://www.countyofsb.org/pwd/water

Phillip M. Demery
Public Works Director

Thomas D. Fayram
Deputy Public Works Director

FLOOD HAZARD DETERMINATION

For Mandatory Flood Insurance Requirement Only

APN: 071-240 - 1 thru 40

Date In: 11-1-04
Time In: 250 PM

Received By: ew
Flood Zone: SC

Agency Requesting Inquiry:
Address:

Person To Contact: James Nguyen
Telephone Number: 569-1121 # 204
Address of Property: 41 - 49 Dearborn Pl, Goleta
Reply Requested: Written: ✓ Verbal: ___ Fax Number: 682-4341
Date of Reply: 11-1-04 Date of Pmnt: 11-1-04 Amount: $25.00

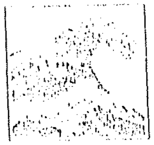
****

FIRM DATA:

Community Number: 060771
Panel Number & Suffix: 2329 A
Panel Date: 6-2-04
FIRM Index Date: 6-2-04
FIRM Zone: AE
Base Flood Elevation: 45.5
Subject to 100 Year Flood? Y Bldg 41 only
Flood Insurance Required? Y Bldg 41 only*
Inquiry Researched By: ew
Reviewed By Floodplain Manager: [signature]

Comments:
Bldg 41 in AE Zone
Bldg 43, 45, 47, & 49
in X Zone

*FLOOD HAZARD ZONES AND INSURANCE REQUIREMENTS ARE DEFINED ON REVERSE



The SFHAs are subdivided into flood hazard zones (insurance risk rate zones) according to the following criteria:

Zone V: SFHAs along coasts subject to inundation by the 100-year flood with the additional hazards associated with storm waves. Because detailed hydraulic analyses have not been performed, no base flood elevations or depths are shown. Mandatory flood insurance purchase requirements apply.

Zones VE and V1-30: SFHAs along coasts subject to inundation by the 100-year flood with additional hazards due to velocity (wave action). Base flood elevations derived from detailed hydraulic analyses are shown within these zones. Mandatory flood insurance purchase requirements apply. (Zone VE is used on new and revised maps in place of Zones V1-30.)

Zone A: SFHAs subject to inundation by the 100-year flood. Because detailed hydraulic analyses have not been performed, no base flood elevation or depths are shown. Mandatory flood insurance purchase requirements apply.

Zones AE and A1-30: SFHAs subject to inundation by the 100-year flood determined in a Flood Insurance Study by detailed methods. Base flood elevations are shown within these zones. Mandatory flood insurance purchase requirements apply. (Zone AE is used on new and revised maps in place of Zones A1-30.)

Zone AH: SFHAs subject to inundation by 100-year shallow flooding (usually areas of ponding) where average depths are between one and three feet. Base flood elevations derived from detailed hydraulic analyses are shown in this zone. Mandatory flood insurance purchase requirements apply.

Zone AO: SFHAs subject to inundation by 100-year shallow flooding (usually sheet flow on sloping terrain) where average depths are between one and three feet. Average flood depths derived from detailed hydraulic analyses are shown within this zone. Mandatory flood insurance purchase requirements apply.

Zone A99: SFHAs subject to inundation by the 100-year flood which will be protected by a federal flood protection system when construction has reached specified statutory progress toward completion. No base flood elevations or depths are shown. Mandatory flood insurance purchase requirements apply.

Zones B, C, and X: These areas have been identified in the community flood insurance study as areas of moderate or minimal hazard from the principal source of flood in the area. However, buildings in these zones could be flooded by severe, concentrated rainfall coupled with inadequate local drainage systems. Local stormwater drainage systems are not normally considered in the community's FIS. The failure of a local drainage system creates areas of high flood risk within these rate zones. Flood insurance is available in participating communities but is not required by regulation in these zones. (Zone X is used on new and revised maps in place of Zones B and C.)

Zone D: Unstudied areas where flood hazards are undetermined but flooding is possible. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

64. What is a floodway and who designates it?

The floodway includes the channel of a river and the adjacent floodplain that must be reserved in an unobstructed condition in order to discharge the base flood without increasing flood levels by more than one foot. Some state standards specify smaller allowable increases. FEMA requires the community to designate a floodway to avoid the possibility of significantly increasing upstream flood elevations. A community must prohibit development within the designated floodway that would cause any additional rise in base flood elevations.

65. If a FIRM is believed to be incorrect, what can be done to change it?

Three procedures have been established for changing or correcting a flood map. They are: Letter of Map Amendment (LOMA), Letter of Map Revision (LOMR), and physical map revision.

PANEL 2329E

FIRM

FLOOD INSURANCE RATE MAP

SANTA BARBARA COUNTY,
CALIFORNIA
(UNINCORPORATED AREAS)

PANEL 2329 OF 2825

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
SANTA BARBARA COUNTY, UNINCORPORATED AREAS	060331	2329	E

1"=500'

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
0603312329E

MAP REVISED:
JUNE 2, 2004

Federal Emergency Management Agency

ATTACHMENT "B"

- Figure 2 from March 2007 Draft Mitigated Negative Declaration
- Figure 2 – Magnified

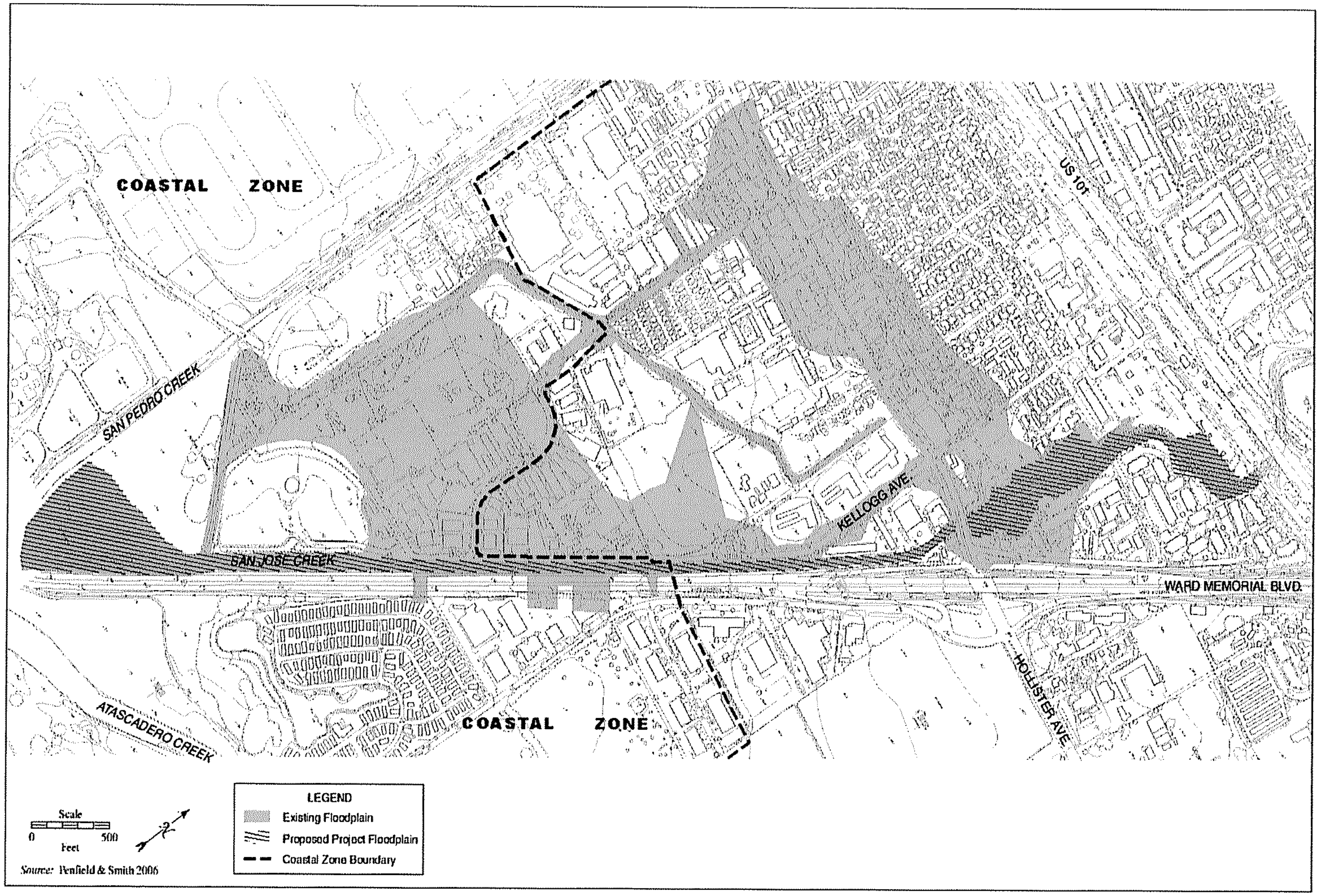
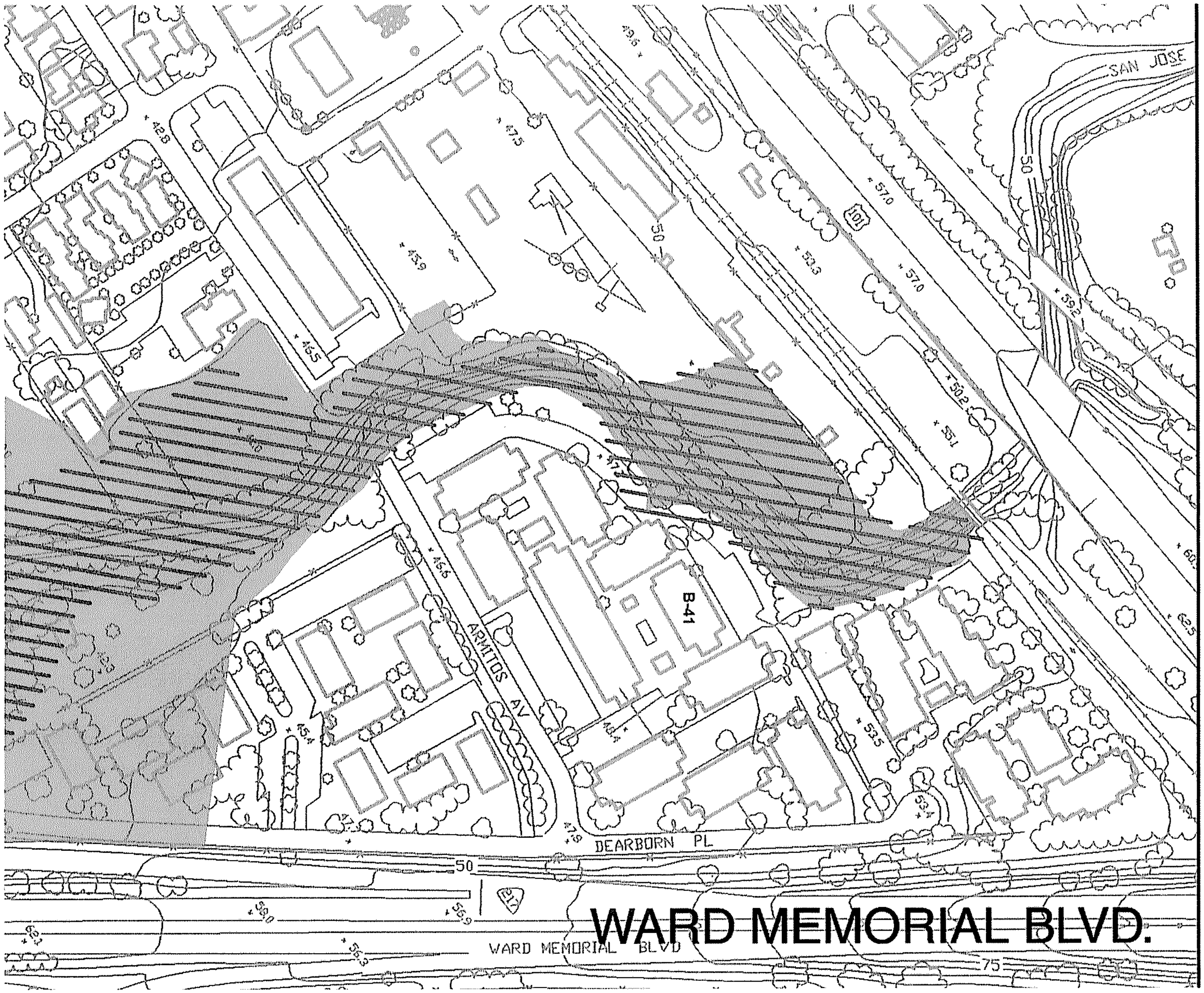


Figure 2. Existing and Proposed Project Floodplains


WARD MEMORIAL BLVD.
B-41
SAN JOSE
ARMITOS AV
DEARBORN PL
WARD MEMORIAL BLVD
101
217

SANTA BARBARA URBAN CREEKS COUNCIL
P.O. Box 1467, Santa Barbara CA 93102-1467 (805) 968-3000

March 30, 2007

Mayor and City Council
City of Goleta
130 Cremona Drive, Ste. B
Goleta CA 93117

Re: **Draft Mitigated Negative Declaration/Environmental Assessment for the San Jose Creek Capacity Improvement Project (07-MND-01, 06-127-DP (cz))**

Dear Mayor and Members of the City Council,

The Santa Barbara Urban Creeks Council is a 501(c)3 non-profit that has had extensive involvement with issues on San Jose Creek for over 15 years. We are active across the South Coast with over 2000 members and supporters, many of whom live in the San Jose Creek watershed. We have been an advocate for sound water resource planning throughout this watershed, and our members have initiated and accomplished significant restoration work along San Jose Creek. We have serious concerns about the subject document and the very limited range of alternatives that are being considered.

Deficiencies within the DMND and Environmental Assessment

While we recognize that flooding protection is of great concern in the lower watershed, we also wish to call to your attention that there is a broader range of resource concerns that are not adequately addressed in the document. In addressing the flooding concerns that exist along lower San Jose Creek the City is also obligated to evaluate other important concerns such as water quality, groundwater resources, salt water intrusion, and habitat for important species such as endangered steelhead trout (Oncorhynchus mykiss). Under the California Environmental Quality Act (CEQA), the city is required to select the most environmentally protective alternative when it is feasible to do so. We feel that the document is deficient in that it does not adequately evaluate alternatives that may be environmentally superior.

The proposed naturalized earthen bed that is described in the Negative Declaration extends only 430 feet downstream from Hollister Ave. This alternative fails to consider restoring a naturalized creek bottom that extends along the entirety of the reach that has been channelized with concrete. This failure to address removal of the remaining concrete streambed will not serve to restore steelhead access to the upper watershed, where spawning grounds exist for this endangered species. In addition, failure to restore an earthen bottom throughout the reach may be a lost opportunity to enhance water quality, a lost opportunity to improve groundwater resources, a lost opportunity to improve water quality, and a lost opportunity to deter salt water intrusion, as the concrete bottom will prevent creek water from being absorbed into the substrate as an important recharge benefit to groundwater stores.

For these reasons we feel that the document is flawed, and we respectfully ask that the document be revised to include more environmentally protective alternatives.

Other Concerns

We also note that the city has not included other quite beneficial options within the broader discussion of water resource enhancements. The proposal by Matt Stoecker, which the city has been made aware of would divert San Jose Creek to the agricultural fields to the east of Highway 217. This very innovative idea would significantly enhance a very broad range of resource benefits including flooding protection, water quality, groundwater stores, habitat for many species including steelhead trout, saltwater deterrence, and would replenish nutrients on the flood plain, a benefit that is important to agricultural interests that would significantly lessen dependence on importing commercial chemicals to correct depleted soils. Additionally, the water table within the ag land may benefit significantly and would reduce dependence on well water or municipal water supplies. This is a discussion that should be thoroughly aired before the City commits itself to the narrower range of options that are currently under discussion.

Conclusion

The city of Goleta has an established and well respected history of striving for sustainability and being responsive to the need for environmental protection. A thorough assessment of environmental needs is sorely lacking in this case however. Please make sure that every option is thoroughly evaluated to ensure future sustainability by effecting recovery of impaired natural resources. Correcting the deficiencies in the document will serve to fulfill your obligations as protectors of the public trust, and will help you to identify the most protective and environmentally appropriate alternative as required under CEQA. In the spirit of sound environmental stewardship, we offer these comments and trust that you will broaden your range of resource objectives and the range of alternatives that are under consideration.

Sincerely,

Eddie Harris
President
Santa Barbara Urban Creeks Council

cc: Environmental Defense Center
Citizens Planning Association

SANTA BARBARA
CHANNELKEEPER®

Protecting and Restoring the Santa Barbara Channel and Its Watersheds

714 Bond Avenue • Santa Barbara, CA 93103 • Tel (805) 563 3377 • Fax (805) 687 5635 • www.sbck.org

April 2, 2007

George Amoon
Community Services
130 Cremona Drive, Suite B
Goleta, CA 93117

Re: Draft Mitigated Negative Declaration for the San Jose Creek Capacity Improvement Project

Dear Mr. Amoon,

Santa Barbara Channelkeeper (Channelkeeper) appreciates this opportunity to submit comments regarding the Draft Mitigated Negative Declaration for the San Jose Creek Capacity Improvement Project. Santa Barbara Channelkeeper is a local non-profit organization dedicated to protecting and restoring the Santa Barbara Channel and its watersheds.

We are pleased to see that the City of Goleta included in this analysis multiple alternatives to the project, including the restoration of a natural channel along South Kellogg Avenue, the construction of a natural bottom channel with vertical concrete walls, and the upstream detention of storm water to reduce peak flows. We are disappointed, however, that the City found all of these alternatives to be unfeasible, and we strongly encourage the City to reconsider all of its options regarding this improvement project.

The San Jose Creek Capacity Improvement Project, while aimed at augmenting the flood control capacity of the creek, also presents a tremendous opportunity to restore a critically important watershed. Studies, including the Conception Coast Project's Steelhead Assessment and Recovery Opportunities report, which is cited in the draft document, indicate that San Jose Creek once supported a thriving steelhead trout population and that present populations still exist. Countless dollars have already been spent on restoring and managing the San Jose Creek watershed, including multiple restoration projects and a multi-year, collaborative effort by the County and stakeholders to create the San Jose Creek Watershed Plan. This plan specifically recommends that the San Jose Creek Channel Improvements project be assessed to provide for fish passage. The plan makes a recommendation to, "assess modifications to [the] proposed Goleta Old Town Revitalization Plan San Jose Creek Channel Improvements to provide for fish passage.[1]"

Channelkeeper agrees that improved flood protection is important and necessary for the Old Town Goleta area, however, we must respectfully remind the City of its responsibility to balance these needs with the other needs and interests of the broader community. These

[1] Final San Jose Creek Watershed Plan, 2005, County of Santa Barbara Public Works Department

interests include strong support for environmental and ecological improvements to San Jose Creek. This proposed plan does not achieve the appropriate balance between these interests. The current proposed plan does not appear to significantly improve ecological conditions within San Jose Creek, nor does it appear to examine all possible alternatives to the project, as required by the California Environmental Quality Act (CEQA).

For example, it does not appear that the City has evaluated the alternative of utilizing and augmenting the conveyance capacity of the existing old San Jose Creek channel as a high flow bypass. Has the City evaluated the construction of a deeper channel or portion of channel to be left with a natural bottom, which can offer fish passage during low flows while minimizing the impact of added roughness? According to project engineers, the primary concern with extending a natural channel to the slough is increased roughness created by channel vegetation. Has the City considered the construction of a roughened, slightly deeper concrete channel that can better provide for fish passage without creating additional flood control maintenance issues? Has the City considered a large-scale realignment of the creek to open agricultural lands to the east of Highway 217 as described in the Conception Coast Project report, which again is cited in the draft document?

Limited funding has been provided as a reason why many of these additional alternatives are not feasible. Steelhead trout are an endangered species. There are multiple sources of state, federal, and private funding that currently focus on steelhead recovery and habitat restoration as a priority right now. Channelkeeper respectfully urges the City to consider delaying project implementation to provide time to seek readily available fish passage restoration funding. The City would be far better served by meeting with local groups, the Department of Fish and Game, NOAA, and other potential funding sources, including the State Coastal Conservancy, before initiating this project in order to identify funding sources for a larger scale project that would incorporate these wider community and ecological interests. Channelkeeper firmly believes that such agencies would enthusiastically fund a larger scale alternative that would not only meet the City's flood control objectives but would also offer improved fish passage.

Channelkeeper believes that with further examination, it will be possible to identify a solution that will allow for both improved flood protection as well as significant ecological improvements to critical habitat for a federally listed endangered species. If the City approves this project without adequate fish passage measures, it will be an enormous lost opportunity and a huge setback for local steelhead recovery efforts.

Channelkeeper strongly urges the City to go back to the drawing board and evaluate additional alternatives and seek readily available funding before this project is approved. We would be happy to contribute our expertise to such an effort. Please do not hesitate to contact me should you have any questions or feedback regarding the above comments. Thank you for your consideration.

Respectfully,

Ben Pitterle
Watershed Programs Director
Santa Barbara Channelkeeper

Santa Barbara Audubon Society, Inc.
A Chapter of the National Audubon Society

5679 Hollister Avenue, Suite 5B, Goleta, CA 93117 (805) 964-1468

April 4, 2007

City of Goleta
Attention: George Amoon
130 Cremona Drive, Suite B
Goleta, CA 93117
FAX: 685-2635

**RE: San Jose Creek Capacity Improvement Project
Draft Negative Declaration**

Dear Mr. Amoon:

Santa Barbara Audubon (Audubon) wishes to comment on the draft Negative Declaration for the San Jose Creek Capacity Improvement Project. We have followed this project--see our letter to the City Council of September 27, 2004. Our office is in the Goleta Valley Community Center, in the current floodplain, and thus would benefit along with many businesses and residents of Old Town Goleta is the flood capacity of San Jose Creek is improved to contain100-year floods. I apologize that I was unable to attend the public hearing on April 2; I hadn't been aware of the hearing date until a few days before.

One of our comments in 2004 regarding the bridge replacement project was the lack of a comprehensive project that would do more than shift the flooding problem further south. This project has addressed the issue for the developed reach of San Jose Creek, which is much appreciated. We recognize the spatial constraints of the area between Highway 217 and Kellogg Avenue.

We do have serious concerns, however, that a Negative Declaration provides inadequate review of the impacts of a project of this scale and the alternatives that could address the flood capacity issues without further degrading the creek environment in the flood control channel.

An Environmental Impact Statement would provide the hydrologic analysis of the proposed project to see if it will meet the flood control goals. If this has been done, I didn't see it reported. Alternatives were briefly mentioned, except for the alternative channel to the east of Ward Drive that was proposed as a conceptual plan by Stoeker in 2002 which was not even mentioned.

We reviewed the Biological Resources section of the dND. The document lists steelhead as endangered, and lists one fish found in 1975. It further states that the concrete channel is reported as a complete barrier to steelhead passage by Stoeker (2002). However, there have been more recent steelhead found upstream, so in rare instances steelhead must be able to travel this channel. The 430 foot section to be removed and an earthen bottom re-established with vertical walls, will provide a better passage for any steelhead that can make it past the nearly impassible trapezoidal channel retained downstream. Given the extent of the modification of the channel, and proposed widening of concrete "wings" and flood walls to contain high flows, Audubon feels that some improvement in fish passage *must be* incorporated in the design. This is a primary reason that EIRs are done--to look at impacts and alternatives that meet the project goals while minimizing to the maximum extent negative biological impacts.

Upstream of the Hollister Avenue bridge it appears that there will be permanent loss of riparian habitat where the vertical walls are to be installed. The current concrete trapezoidal channel extends only about 30-35 feet upstream of the bridge, and has willows overhanging the channel providing shade and habitat. The mitigation for loss of trees and riparian vegetation seems inadequate. The 10:1 replacement for removed oaks and sycamores is typical, but their location as street trees without adjacent riparian vegetation is inadequate and does not provide creek habitat. There is no restoration plan, just reference to a Landscape plan with some appropriate species. The species proposed within the natural creek bottom are not identified, nor is the "cascading" native species proposed over the flood walls. The only species mentioned that might qualify is California blackberry. Santa Barbara honeysuckle might be appropriate. The Armitos Park, newly acquired by the City of Goleta and upstream of the project site, is not mentioned, and has creek frontage that could be restored, and a possible site for some mitigation plantings. The upland portion is to be developed with a playground, etc. However, the long stretch of denuded concreted channel needs some native vegetation.

The present trapezoidal concrete channel downstream of the bridge is unshaded with no canopy trees. The concrete "wings" over excavated soil appear to cover up to an additional 25 feet or so where no trees can shade the channel. This would be an important adjunct to added baffles in addressing steelhead requirements. The environmental document should look at the feasibility of Armortec or similar materials in top of bank areas that could accommodate canopy trees, and blocks could be removed as the trees matured. If trees such as sycamore and cottonwoods are "limbed up" as they grow, they would provide very little roughness in the high flow channel but could provide seasonal shading of the channel on maturity. As mentioned by the ChannelKeepers comments, these environmental improvements to a project could be funded by grant sources such at state bonds. They would also increase the likelihood of project approval by regulatory agencies such as the California Department of Fish and Game and the California Coastal Commission.

The construction timing is uncertain. Avoidance of the rainy season and potential steelhead activity as well as the bird breeding season doesn't give a wide window for construction. An EIR would look at the potential impacts and evaluate if they can effectively be minimized to less the significance. Too many of these issues have not been adequately evaluated.

The construction impacts have also been inadequately evaluated. The document does provide an estimate of 900 cu yards of fill from the excavation. Is this the total amount of excavation? If there is more, where will it go? Where will it be stockpiled if saturated, until it dries? How many truckloads will be required? Will the soil used for fill be moved by trucks? How many? The concrete to be removed is recommended for recycling, but no estimate of the amount of concrete to be removed is provided, or how many truckloads it will take to move it to the destination for recycling. These data are typically found in an environmental document, so that impacts can be assessed.

The second bridge that conveys the sewer line must be removed for the channel widening. Relocating the sewer line so that it is not subject to disruption under flood conditions is a benefit of the project. The dND includes the alternative of replacing this bridge, if needed. No criteria are presented under which a replacement bridge would be constructed, thus there is not way to evaluate whether it will be needed.

Audubon recognizes the incredible benefit of the proposed project to Old Town Goleta if it can contain 100-year floods and remove large parts of Old Town from the floodplain. However, the project impacts and alternatives have not been adequately assessed in the draft Negative Declaration. We urge the City of Goleta to complete an EIR for this complex project.

Sincerely,

Darlene Chirman

Darlene Chirman
President

CITY OF GOLETA
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NATURAL RESOURCE ASSESSMENT AND RESTORATION SERVICES

3-15-07

George Amoon
Community Services
City of Goleta
130 Cremona Drive Suite B
Goleta, Ca. 93117

Re: San Jose Creek Capacity Improvement Project- Draft Mitigated Negative Declaration/Environmental Assessment

Thank you for the opportunity to provide comments on the San Jose Creek Capacity Improvement Project- Draft Mitigated Negative Declaration/Environmental Assessment. Please include my comments and requests below for consideration with further development of plans to address improving flow capacity and creek function on lower San Jose Creek.

From 2000 to 2002 I was fortunate to manage a steelhead trout habitat and migration barrier assessment of Southern Santa Barbara County streams with funding from the Department of Fish and Game and Wendy P. McCaw Foundation. This effort resulted in the production of the report *Steelhead Assessment and Recovery Opportunities in Southern Santa Barbara County, Ca.* (Stoecker and Conception Coast Project 2002), which is cited in your draft MND/EA for San Jose Creek. The City's draft document however fails to look at alternatives outside of the constrained concrete channel location. In particular, there is no alternative that looks into establishing a naturalized stream channel within open agricultural lands to the east of the existing channel and Highway 217. Please see a description of this proposed alterative below from the above mentioned 2002 report.

The City of Goleta has a unique opportunity to construct a project that has even better flow conveyance while providing significant biological, water quality, and recreational benefits. The City's proposed project does not provide significant benefits outside of increased flood conveyance, which may be a short-term design in itself. When considering the long-term effectiveness of any project, the projected rising of the sea level in response to global warming should also be considered. Even with the couple foot rise in sea elevation projected this century, the slough water will likely continue to back up into the City's proposed concrete channel compromising flood conveyance with minimal slough function and increased dredging operations. A new naturalized channel project, as described below, may provide increased capacity for long-term flood conveyance with minimal long-term maintenance while providing slough expansion and increased biological complexity as well as water quality and recreational activities mentioned below. In addition, a naturalized channel alternative would be extremely attractive to state, federal, and other funding sources available for restoration and recreational projects and may be of financial interest to current agricultural landowners.

I respectfully request that the City of Goleta work with the County's San Jose Watershed stakeholder group and agricultural landowners to further assess the feasibility of the alternative described below. Such a study should include detailed analysis of alternatives for routing the creek under Highway 217, biological trade-offs, water quality improvements due to natural biofiltration, slough expansion and habitat improvement benefits, landowner compensation/easement possibilities, funding availability, recreational trail connectivity between Goleta and the ocean along the created riparian zone, detailed cost estimates, and comparison of these and other components with the proposed City alternatives.

Excerpt from ***Steelhead Assessment and Recovery Opportunities in Southern Santa Barbara County, Ca.*** **(Stoecker and Conception Coast Project 2002)**
The entire report can be viewed at www.conceptioncoast.org/projects_steelhead_maps.html

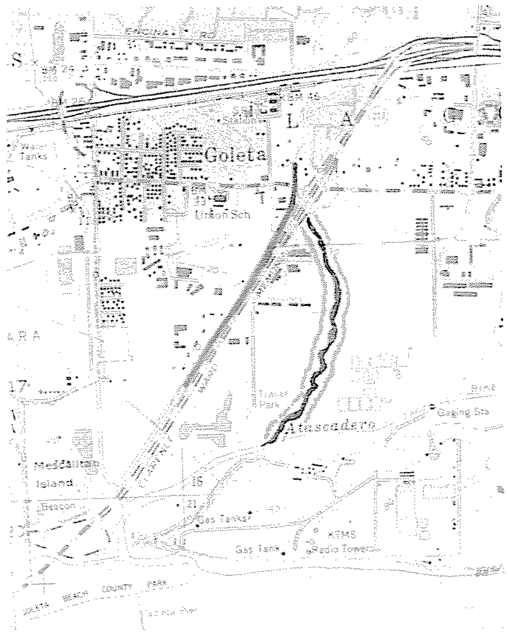
Lower San Jose Creek Restoration Feasibility Study

The ecological health of the entire San Jose Creek watershed and the Goleta Slough system, as well as benefits to water quality and recreational opportunities, are tied into future projects on the lower creek. Due to the historically shifting nature of the creeks passing through the Goleta Slough and the fact that the existing stream location was realigned into the constructed flood control channel, the focus of future planning on lower San Jose Creek should not be bound to the existing location of the concrete channel. In fact, the most ideal alternative for meeting all stakeholder objectives may involve looking beyond the existing channel location, which most view as undesirable and functionally undersized. Naturalizing the existing concrete channel reach is likely not feasible due to the confined nature of the channel between development along Kellogg Street and Highway 217. One alternative that offers an amazing opportunity for many stakeholder objectives involves creating a new naturalized lower San Jose Creek to the east.

Creating a New Lower San Jose Creek

An alternatives analysis that looks into options for modifying the existing channel, reestablishing the former channel, and creating a new stream channel should be conducted. The third option of creating a new stream channel is described below and may offer a solution that meets most stakeholder objectives and is not currently being considered. A coordinated effort with watershed stakeholders should assess the feasibility of abandoning the existing concrete channel and realigning the creek from near the upstream end of the channel at Hollister Avenue under Highway 217 to the open agricultural land to the east. Should the landowner(s) be interested in selling a portion of this agricultural land, a buffered riparian and stream corridor approximately 200-300 feet wide could be established through this area and into lower Atascadero Creek, near the grade control structure (BR_AO_1) at the Goleta Slough. Lower Atascadero Creek is not confined by adjacent development and appears to have a channel large enough to convey the increased flows. Historically, the streams draining into Goleta Slough jumped their banks and shifted in such a manner reconnecting to other adjacent streams near the slough. This action would have many potential benefits, including those described below.

1) Revival of a naturalized lower San Jose Creek and native riparian corridor (0.78 miles of which are currently lost with the existing concrete channel).
2) Development of public trails and bike paths along this creek parkway that are consistent with stakeholder objectives of developing a park in this area and providing public linkages from Goleta to the ocean and the existing bike path along Atascadero Creek.
3) Increased flood control with an adequately sized, unconfined, natural stream channel, using biotechnical bank stabilization techniques, and a native riparian buffer zone.
4) Unimpeded migration of aquatic species, including steelhead.
5) Improved water quality into the slough and ocean would be accomplished by providing riparian shade and restoring the biofiltration functions of a natural stream channel.



The above maps shows a rough conceptual drawing of a newly created lower San Jose Creek in blue with surrounding riparian buffer in green. This area is currently being used for agriculture. The existing, confined concrete channel is shown in red. The natural stream channel of San Jose Creek can be seen extending from the upper end of the concrete channel to Highway 101. Connecting the natural creek upstream of Hollister Avenue across Highway 217 may require the construction of a bridge(s) or installation of a short culvert or bottomless arch underneath.

It is likely that many of the items identified in the "Issue Areas" list produced by the San Jose Creek Watershed group as well as developing stakeholder goals for San Jose Creek would be addressed and accomplished with the implementation of the above-mentioned project. This project has many unanswered questions and needs to be studied in detail to determine the feasibility of such an action. Because of the considerable costs associated with such a project and need to buy agricultural lands to accomplish this plan, the material removed to create the new stream channel could be used to fill the existing channel. This 'new' land on top of the existing concrete channel site and surrounded by commercial development could potentially be sold or traded to commercial or agricultural interests to offset project costs and/or utilized for a pedestrian path or other use.

Respectfully submitted,

Matt Stoecker

Matt Stoecker

Stoecker Ecological
P.O. Box 2062
Santa Barbara, Ca. 93120
Matt@StoeckerEcological.com
www.StoeckerEcological.com

Goleta Valley Beautiful
Mailing Address: P. O. Box 6756, Goleta, CA 93160-6756 www.goletavalleybeautiful.org
Office Address: 69 Calaveras Ave, Goleta, CA 93117 - (805) 685-7910 office – (805) 252-1952 cell
Board of Directors - Merlyn Cummings -*President*, David C. Fainer Jr - *VP*, Tami Mason - *Treasurer*, Zea Bauer -*Secretary*, Michael T. Bennett, J. Scott Bull, Laura Funkhouser, Danielle Havlcon, Phebe Mansur, Alan Scholl, Al Turnbull and Juliette Wigley. Ken Knight-*Executive Director /Certified Arborist/Urban Forester* – Member California ReLeaf Network

March 26, 2007

Community Services Department
Attn George Amoon
130 Cremona Ave, Suite B
Goleta, CA 93117
Fax 685-2635

RE: Goleta Valley Beautiful comments on the San Jose Creek Capacity Improvement Project Draft Mitigated Negative Declaration/Environmental Assessment

Dear Mr. Amoon,

Attached are the comments from Goleta Valley Beautiful concerning the biological assessment for the San Jose Creek project. We concur that this is an urgently needed project to protect Old Town Goleta from flooding.

To summarize, we feel that this project can be improved if the following actions are taken;

1) Immediately initiate the development of a Tree Protection Plan and updated Archaeological analysis to protect the Sister Witness Tree, a 250+ year old California Sycamore Tree.
2) Based on the Tree Protection Plan, fence the critical root zone of the Sister Witness Tree an estimated 50' to 60 ' from the trunk.
3) Allow Goleta Valley Beautiful volunteers immediate access to the sister Witness Tree to clone the tree now so that 100 native replacement trees are available during the project implementation beginning March 2008.
4) Based on the Tree Protection Plan, modify the design of the San Jose Creek improvements to protect the Sister Witness Tree, which may mean realigning the channel slightly eastward.

We believe that this project can be implemented in a timely fashion if an accelerated environmental assessments and actions are taken. For additional information please contact our Executive Director Ken Knight, a Certified Arborist and Certified Urban Forester, at 685-7910.

Sincerely,

Merlyn Cummings

Merlyn Cummings, President
Goleta Valley Beautiful

Goleta Valley Beautiful
Mailing Address: P. O. Box 6756, Goleta, CA 93160-6756 www.goletavalleybeautiful.org
Office Address: 69 Calaveras Ave, Goleta, CA 93117 - (805) 685-7910 office – (805) 252-1952 cell

Specific Comments on the San Jose Creek Draft Environmental Assessment

Page 31, 32 Under Section b of the discussion of Thresholds of Significance, there is a statement the "One sycamore on the west bank just upstream of the boulder slope north of the new bridge would be avoided if a suitable project design can be developed." It is not clear if the sycamore they are referring to is what we call the Sister Witness Tree, a 250 + year old California Sycamore Tree. The Sister Witness Tree was named for a similar tree on the south side of Hollister Avenue located within the Sizzler Restaurant. The Witness Tree in the Sizzler Restaurant is a County designated landmark site. The Sister Witness Tree has genetic traits that cannot be replaced or duplicated. The City has not yet established thresholds of significance for native trees over several centuries in age, and of which only a few survive within City boundaries.

The critical root zone of the Sister Witness Tree is a unique and far reaching area. The trunk is possibly over 10 feet in diameter and the critical root zone is estimated to extend 50' to 60' or more from the trunk of the tree. The tree is located approximately 120 feet from Hollister Avenue. The existing concrete lined channel 80' upstream from Hollister Avenue will be removed and replaced with vertical concrete banks 15' high. The existing creek banks will be tied into the new vertical walls using boulders as a transition. These boulders would be placed, covered with soil, and planted with native plants. We think it is likely that the critical root zone of the Sister Witness Tree will be substantially impacted by this activity.

Complicating this situation is that fact that the Sister Witness tree is sitting on the banks of the San Jose Creek, with a portion of its root system exposed. The design of the San Jose Creek project could mitigate part of its impact by possibly realigning a portion of the creek to the west to allow infill around the roots of the Sister Witness tree.

Further impacts to the extensive root system of the sister Witness Tree may occur with the diversion system to bypass any water from upstream of the work on the channel project. This diversion may eliminate an important source of water during the summer months that the Sycamore and other riparian trees need. Additional water may be removed from the critical root zone by the proposed dewatering wells at 30' spacing to keep the excavated areas of the project dry. They may also dry out the critical root zones of the riparian trees. Supplemental watering within the critical root zone of the Sister Witness Tree may be necessary during summer construction periods.

Page 37 BIO 2 requires a Tree Protection Plan prior to vegetative clearing. However if the Tree Protection Plan is done after the initial design for the improvements have begun, it will be more time consuming and expensive to make changes. We suggest doing the Tree Protection Plan immediately so that the results will be available to affect the design process. The Tree Protection Plan should be completed by a consulting arborist skilled in the preservation of very old trees. The results of the Plan should also be used to immediately fence off the critical root zone of the Sister Witness Tree before damage from construction activity occurs.

The adjacent property owner to the west of the Sister Witness Tree has already mechanically cultivated the top two feet of a significant portion of area within the critical root zone of the Sister Witness tree. There has also been fill pushed onto the critical root zone of the Sister Witness Tree in an effort to provide additional flood protection. The Tree Protection Plan thus needs to take into account undoing past detrimental practices as well as well as take into consideration the impact of additional filling proposed along the creek banks.

Page 38 BIO 3 requires a Mitigation Plan to replace removed vegetation with native vegetation and trees from local stock. We request that Goleta Valley Beautiful volunteers under the supervision of Certified Arborist Ken Knight be allowed access to the Sister Witness tree. They would immediately begin cloning 100 replacement trees that can be used as part of mitigation for this project and other San Jose Creek projects.

Page 38 SAIC archaeologists didn't survey the area along the banks of San Jose Creek north of Hollister Avenue due to dense vegetation. The presence of a 250 year old tree on the western bank approximately 120 feet north of Hollister Avenue warrants that the archaeologists return and survey this area as well.

Deborah Constantino

From: Harlan Green [bankerspacific@verizon.net]
Sent: Monday, April 02, 2007 3:23 PM
To: Jean Blois
Cc: Eric Onnen; Michael T. Bennett; Jonny Wallis; Roger Aceves; Deborah Constantino; 'Kristen Amyx'
Subject: San Jose Creek EIR

Harlan Green 4141 State St., #E-13 Santa Barbara, CA 93110

April 2, 2007

GOLETA CITY COUNCIL

Re: Agenda item C.2--San Jose Creek Capacity Improvement EIR

Honorable Council Members;

As the first Chairman of the Goleta Old Town PAC (then called GOTAC), I am happy to see the possibility of progress in the Old Town Revitalization Plan that Goletans have worked on for more than 4 years.

The San Jose Creek flood improvements are a precondition for any of the badly needed traffic improvements to commence, which are in turn needed before any of the Hollister Avenue reconstruction can begin that will immeasurably improve Old Town for residents and workers alike.

And so we are happy to see that the environmental impacts are negligible and temporary. San Jose Creek below Hollister Avenue was of course diverted into a concrete flood channel. The EIR shows that the improved creek flow will not affect steelhead migrations and spawning, since steelhead do not pass the current concretized flood channel to spawn.

But the flood improvements will do much to enhance Old Town! So I advocate your acceptance of the staff report recommendations on the Draft Mitigated Declaration as is, with no further delays!

Sincerely,

Harlan Green

07-MND-01

Final
Mitigated Negative Declaration/ Environmental Assessment Addendum
San Jose Creek Capacity Improvement Project

April 2008

Prepared for

City of Goleta

CITY OF GOLETA

Prepared by

SAIC

07-MND-01

Final
Mitigated Negative Declaration/
Environmental Assessment Addendum
San Jose Creek
Capacity Improvement Project

April 2008

Prepared for

City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

CITY OF GOLETA

Prepared by

SAIC

CITY OF GOLETA
INITIAL STUDY/FINAL MITIGATED NEGATIVE DECLARATION/ENVIRONMENTAL ASSESSMENT ADDENDUM
07-MND-01

1. **PROJECT TITLE:** San Jose Creek Capacity Improvement Project; Case No. 06-127-DP (cz)

2. **LEAD AGENCY NAME & ADDRESS:** City of Goleta, 130 Cremona Drive, Suite B, Goleta, CA 93117

3. **CONTACT PERSON & PHONE NUMBER:** Rosemarie Gaglione, Senior Project Manager; (805) 961-7569

4. **APPLICANT:** City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 931

   AGENT: This document was written on behalf of the City of Goleta by Science Applications International Corporation. 5464 Carpinteria Avenue, Suite K. Carpinteria, CA 93013. Project Manager: Trevor Pattison (805)566-6447

5. **PROJECT LOCATION:** Hollister Avenue and San Jose Creek near Hollister Ave, (Figure 1), Goleta, CA (34º26'10.14" N, 119º49'08.20" W) 100 feet upstream and approximately 4,000 feet downstream of Hollister Avenue.

6. **DESCRIPTION OF PROJECT ALTERNATIVES:**

Introduction

The City of Goleta is proposing a flood control capital improvement project along a section of San Jose Creek from just upstream of the Hollister Avenue Bridge to just downstream of South Street. A Final Mitigated Negative Declaration/Environmental Assessment (MND/EA) was prepared in May 2007, but full funding could not be secured for the project without a fish passage component. Additional design work was completed to add fish passage, and this addendum to the Final MND/EA addresses those changes in the project. The revised proposed project is the design and installation of modifications to the existing concrete channeling and flood protection to provide improved flood protection and fish passage for this portion of San Jose Creek. Components of the proposed project include the removal and replacement of portions of the existing concrete channel with an improved channel design that provides for fish passage, removal of an existing secondary steel bridge (located approximately 100 feet downstream of the Hollister Avenue Bridge), and relocation of an existing sewer line currently suspended from the steel bridge so that it is no longer susceptible to damage from flood flows and debris flowing down San Jose Creek. The sewer line would be relocated to go east underneath State Route 217 and thereby eliminate a sewer line crossing of San Jose Creek.

This joint MND/EA is intended to fulfill the requirements of the California Environmental Quality Act (CEQA) (PRC 21000 et seq.) and the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370d). This EA has also been prepared to address requirements of the following statutes:

- National Historic Preservation Act (NHPA), 16 U.S.C. §§ 470-470x-6;
- Clean Water Act (CWA), 33 U.S.C. §§ 1251-1387;
- Clean Air Act (CAA), as amended, 42 U.S.C. §§ 7401-7671p, including 1990 General Conformity Rule;
- Executive Order (EO) 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, 11 February 1994;
- EO 13045 – Protection of Children from Environmental Health Risks and Safety Risks, 23 April 1997;
- Endangered Species Act (ESA), 16 U.S.C. §§ 1531-1544;
- Resource Conservation and Recovery Act (RCRA), 42 U.S.C. § 6901 et. seq., as amended;
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 U.S.C. § 9601 et. seq., as amended;
- EO 13101 – Greening the Government Through Waste Prevention, Recycling, and Federal Acquisition;
- EO 13123 – Greening the Government Through Efficient Energy Management; and
- EO 13148 – Greening the Government Through Leadership in Environmental Management.

The City of Goleta is the state lead agency for CEQA compliance. This MND/EA is being jointly prepared in accordance with NEPA because proposed project funding may be requested from various federal funding sources including the Federal Emergency Management Agency (FEMA). However, no federal lead agency has been identified at this time.

This document follows the City of Goleta Initial Study/Mitigated Negative Declaration checklist; however, some sections of the document have been modified to include standard components of NEPA documents.

Background

The Santa Barbara County Flood Control District (SBCFCD) is an independent special district that owns and maintains the San Jose Creek flood control channel. Their primary mission is to provide flood protection. The City owns and maintains the Hollister Avenue Bridge. The City is a participant in the National Flood Insurance Program (NFIP) and has regulatory authority over all flood hazard areas within the City. Any modifications to the channel must be approved by the SBCFCD. In addition, FEMA must approve any changes to the flood hazard maps resulting from this project. Both the City and SBCFCD have permit authority and a vested interest in completion of the project. SBCFCD has agreed to participate in funding construction of the project with the inclusion of a fish passage design component, which is part of the proposed project. SBCFCD would continue to maintain this section of creek after the project is finished.

Purpose

The purpose of this project is to eliminate an existing flood hazard in the Old Town area of the City of Goleta (extending from Hollister Avenue south to the ocean and between Kellogg Avenue and Fairview Avenue) and to allow steelhead passage. The proposed project would implement capital improvements to existing infrastructure associated with San Jose Creek consistent with Implementation Action SE-IA-2 and Safety Element Policy SE 6.8 of the City of Goleta General Plan (2006). The purpose and related objectives of the proposed project are to:

- Engineer and implement an improved channel design for San Jose Creek (the creek is currently channeled at the project location; however, the existing design does not adequately provide flood protection to the area).

Need

The proposed project is needed to eliminate the current flooding that occurs in much of Old Town Goleta due to breakout along San Jose Creek (flooding of Old Town Goleta from San Pedro Creek would not be eliminated with this project). The project is also needed to provide a channel design that allows passage of steelhead through this section of creek. Under existing conditions, hazards associated with the breakout of San Jose Creek occur, resulting in historic flooding extending from Hollister Avenue south to the ocean and between Kellogg Avenue and Fairview Avenue. To eliminate the San Jose Creek flooding hazard in a large part of Old Town Goleta, the City of Goleta identified the need for a capital improvements project to re-design portions of the existing channeling of the creek, extending from Hollister Avenue to the termination of the channel (City of Goleta 2006). Additionally, the length of the existing smooth concrete channel creates a barrier to fish passage, and the channel re-design can accommodate fish passage.

The project also involves relocating a sewer line that is currently suspended from the metal secondary access bridge, thereby eliminating the potential for damage to this pipeline from high flows and debris that could result in spills to the creek.

6.1 Proposed Project

Channel Modifications

Transition to Vertical Walls under Hollister Avenue Bridge: Approximately 80 feet upstream of Hollister Avenue a transition will start to make the change from existing natural banks to the vertical walls required under Hollister Avenue (see Sheets 2 and 6 in Attachment A). Approximately 50 feet of vegetated banks would be graded, and composite revetment with joint plantings would be placed at slopes up to 1.5:1 (this is the steepest slope for ungrouted rock). The composite revetment would likely need to continue across the bottom of the channel. The composite revetment would consist of various sizes of rock and soil placed in layers with willow cuttings placed in-between the layers of rock (cuttings would be on slopes only – not on the channel bottom). The result would be a rock bottom and vegetated rock side slopes that are strong enough to control scour. The bottom of the channel would be shaped to include a 10- to 12-foot wide notch for fish passage. The concrete channel in the 25 feet of creek adjacent to the bridge would be removed and replaced with concrete sides and bottom to form the transition to the vertical walls under the bridge. The concrete section of transition would also have a 10- to 12-foot wide fish passage notch that is 2 to 3 feet deep. The slope along the channel would be less than approximately 4 percent to accommodate fish passage.

The most likely method for construction of the new concrete transition section would include the use of soil nails and top down construction. This method would include excavating the first 5 feet of bank and placement of soil nails (steel placed in 4- to 6-inch diameter drilled and grouted holes perpendicular to the wall). Reinforcing steel would be followed by placement of concrete using the shotcrete method (concrete shot onto the surface with air). After the concrete for the first 5 feet of bank is cured, the process would be repeated for the next 5 feet. The banks would be approximately 12 to 15 feet high closest to the bridge. To have sufficient space for fish passage and to convey flood flows under the bridge, the channel will need to be deepened approximately 5 feet within the fish passage notch and approximately 1.5 feet over the remainder of the channel bottom.

The specific shape of the concrete surfaces would be refined during the final design process to efficiently meet fish passage needs and flood control requirements. This could include changes to the height of the vertical wall inside the channel at various locations, changes to the length of the 3.5 foot high flood wall along the length of the project, and changes to the amount of existing channel slope that needs to be reconstructed. These changes would be contained within the existing project limits.

Excavation below the creek bed would likely require dewatering to lower the groundwater and keep the excavated trench dry. Dewatering would be by use of dewatering wells placed along the area to be excavated at approximately 30-foot spacing. Water from these wells would be discharged into the stream channel below the work area using energy dissipation for aeration and to prevent scour, or as specified in project permits. The final dewatering system (such as containment within a sedimentation pond or other feature prior to discharge) would be developed in accordance with all required permits and in coordination with appropriate state and federal agencies.

If any flow is present when the creek work begins or could be present at any time during the work, a diversion system would be installed to bypass that water from upstream of the work to downstream of the work. This diversion would likely consist of a temporary dike made of clean material (e.g., sand bags or gravel wrapped in plastic) and one or more pipes to carry the water downstream. Energy dissipation would be provided at the downstream end of the pipes.

Hollister Avenue Bridge: Under the existing Hollister Avenue Bridge, the channel would need to be modified to create sufficient capacity for flood flows and a notch for fish passage. The existing trapezoidal concrete section would be removed and replaced with vertical walls (see Sheet 6 in Attachment A). The distance between the vertical walls would be approximately 33 feet.

The construction of this section would be similar to the top down construction described for the concrete transition section. Care would be taken to maintain constant soil pressure against the existing bridge pile foundation to preserve the ability of the piles to support the bridge.

Transition Downstream of Hollister Avenue Bridge: In the 70 feet immediately downstream of the bridge the existing concrete channel would be removed and replaced with a transition from vertical walls under the bridge to the existing trapezoidal section on the west side of the channel and a new concrete section on the east side of the channel (see Sheet 2 in Attachment A).

Channel Downstream of Hollister Avenue: The existing concrete channel on the west side of the creek would remain for approximately 3,000 feet downstream of Hollister Ave. The existing concrete channel on the east side of the channel would be removed and replaced with a new concrete channel that includes a 10- to 12-foot wide fish passage notch (see Sheets 2-8 in Attachment A). Where necessary to provide flood capacity, fish passage, and maintenance access along the bottom of the creek, the east bank would include a 4- to 6-foot high vertical wall at the top of the slope. A metal beam vehicle barrier would be placed behind the vertical wall. The channel would be widened 7 to 12 feet on the east side to accommodate the fish passage and flood control components of the project. This widening would reduce the width of the existing driveway and eliminate the existing Flood Control Access Road along the east side. The remaining driveway width will be sufficient for access, and Flood Control will use access along the west side of the channel and along the bottom of the channel instead of access along the east side of the channel.

The existing steel vehicle bridge (located approximately 100 feet downstream of the Hollister Avenue Bridge) within this section of channel must be removed to provide the required channel capacity and fish passage. The bridge currently provides an alternative access for businesses in the area and more importantly support for a sewer line serving the businesses on the east side of the creek. The sewer line currently hangs below the existing steel bridge and is at risk of damage from debris floating in the creek. The sewer line would be relocated to travel east under State Route 217 to an existing sewer line in Ward Drive.

The businesses between State Route 217 and San Jose Creek would retain their access to Hollister Avenue, or if access to Hollister Avenue cannot be maintained due to other improvement projects along Hollister Avenue, the metal bridge would be replaced to provide access. Jack and bore is the most likely method to be used to install the new sewer line under State Route 217 without disturbing the highway. This construction would include a jacking pit approximately 10 feet wide and 8 feet deep by 30 feet long on each side of State Route 217. From the jacking pit the pipe would be jacked (pushed with soil augured out) to the receiving pit. From each end of the jacked pipe, the new sewer pipe would be installed by trenching to connect to the existing sewer lines for the buildings on the west end and the existing sewer line in Ward Drive on the east end.

3,000 to 4,000 feet Downstream of Hollister Avenue: Both the east and west sides of the channel would be reconstructed to provide the required flood capacity and fish passage. The channel would be widened to approximately 75 feet and extend from the existing Caltrans fence to within approximately 2 to 3 feet of the existing Kellogg Avenue (see Sheets 5, 7, and 8 in Attachment A). Due to vertical constraints associated with an existing 30-inch diameter sewer line, the fish passage channel in this area would transition from being 2 to 3 feet deep to being contained with an 8- to 12-inch high concrete berm along the bottom of the channel.

A new 42-inch high flood wall would be installed along the outer edge of the west bank from approximately 2,000 feet downstream of Hollister to just downstream of South Street. Excavation for these walls would be 3 to 5 feet deep. A safety fence would be installed on top of the flood wall. Where there is not a wall the existing chain link fence would remain.

Access Ramps Downstream of South Street: The existing access ramps downstream of South Street on the west side would be reconstructed to accommodate the wider channel and access to the bottom of the channel for cleaning and other maintenance. This component of the project would occur within the Coastal Zone (see Sheet 5 in Attachment A).

Fish Passage

The design concept for the proposed project was developed to eliminate the flooding in Old Town Goleta as a result of breakouts from San Jose Creek and to improve fish passage along this section of the creek. The existing channel design acts as a barrier to fish passage. The City enlisted the expertise of a fish passage engineer to work with the project engineers and develop a strategy for improved fish passage while meeting the flood control goals. Two workshops were held with local stakeholders and concerned citizens to discuss fish passage conceptual alternatives that would meet flood control and environmental goals (see Section 6.4 below). As a result, the proposed project includes a slotted weir design component for low flows in the fish passage notch with embedded 8- to 12-inch boulders and small weirs (refer to Sheet 8 in Attachment A), that provide low energy resting areas for the fish. This fish passage component is included for the entire length of the proposed project area with some modifications where the creek crosses a buried sewer line, as described above, that is just below the existing channel bed. An alternative to the slotted weir design is also being considered. This alternative is for a roughened channel as shown in Sheet 8 in Attachment A. The slotted weir is the preferred design.

Material Removal and Recycling

Concrete removed during the proposed channel modifications would be recycled. Excess excavated earthen materials would be used for Old Town redevelopment projects or other projects needing fill material.

Area Fill

Low areas on the west bank north of Hollister Avenue that currently allow water to break out of the creek would be filled to contain creek flow (see Sheet 2 in Attachment A). Approximately 900 cubic yards of fill from the creek widening would be placed in this area with an average depth of approximately one foot. The fill may be bounded by a low wall up to 18 inches in height constructed using boulders that are partially buried in the fill. Vegetation within these fill areas would be cleared, although some trees may remain where the fill depth would not adversely affect the trees or the fill can be modified around the trees.

Access

Access for the creek bank work would be from the top of the bank and via one or more temporary ramps constructed down the bank to the bed of the creek. The ramps would be located within the project limits with specific locations of these ramps determined by the contractor based on its methods of construction with approval from the City of Goleta and Santa Barbara County Flood Control. These temporary ramps would be removed when no longer needed. With the construction work in the creek occurring outside the rainy season, no conflicts would occur between contractor operations and Santa Barbara County Flood Control access. Where access in the creek has the potential to damage the creek (natural or concrete), the contractor would use temporary means to reduce the risk of damage including, as appropriate, timber mats and earth fill. Equipment coming from the south would be trucked to the site via

U.S. Highway 101, State Route 217 (Ward Memorial Boulevard), and Hollister Avenue. For equipment coming from the north, the route would be U.S. 101 to Patterson Avenue and then on Hollister Avenue.

Landscaping

Vegetation removed during construction would be replaced by landscaping with native plants (see Table 1 for potential species to be used). These native plants would be installed along both sides of the creek upstream (north) of the bridge, on the east side of the creek for about 140 feet downstream of the bridge, and along the west bank for about 2,000 feet. In addition, as mitigation for disturbing existing riparian vegetation, selected eucalyptus trees along the creek near Armitos Avenue that prevent growth of native riparian plants and that may fall into the creek may be removed and replaced with native trees and shrubs. The eucalyptus trees in and adjacent to the creek are surrounded by other non-native species and have generally prevented native species growth and caused flood control problems in the past. Some eucalyptus trees in this area have fallen into the creek in the past and had to be cut and removed to prevent flooding (stumps remain). Approximately 10 eucalyptus trees would be removed, with the exact trees determined based on access and ecological benefits of replacement. The trees would be cut with a chain saw followed by stump killing. The cut trees would be removed using an excavator or skidsteer with grabber. Native and riparian vegetation removal and replacement is described in more detail under the impact discussion for Biological Resources below.

Table 1. Landscape Plants

Common Name	***Scientific Name***
Western sycamore	*Platanus racemosa*
Fremont cottonwood	*Populus balsamifera trichocarpa*
Coast live oak	*Quercus agrifolia*
Toyon	*Heteromeles arbutifolia*
Coyote brush	*Baccharis pilularis*
California rose	*Rosa californica*
Lemonadeberry	*Rhus integrifolia*
Arroyo willow	*Salix lasiolepis*
Blue elderberry	*Sambucus Mexicana*
Mulefat	*Baccharis salicifolia*
Wild blackberry	*Rubus ursinus*
Gooseberry	*Ribes speciosum*
Giant wild rye	*Leymus condensatus*
California melic grass	*Melica californicus*
Purple needle grass	*Nassella pulchra*
Note: All plants proposed for landscaping are native to the region. The final listing of plants used would be modified based on availability.	

Construction Schedule

Construction is scheduled to begin in March 2009. The first activities would be outside the creek. Work within the creek would be completed during the dry season, generally from April 1st through October 31st. Work within the creek would not occur during the rainy season. The anticipated completion is in 2010 with a possibility of completing the entire project in 2009.

6.2 "Steel" Bridge Replacement Option

The existing steel vehicle bridge within the vertical bank section, approximately 100 feet downstream of the Hollister Avenue Bridge, must be removed to provide the required channel capacity. Under the proposed project, the steel bridge would be removed and not replaced. However, one option being addressed in this document is to replace the steel bridge. The bridge would be designed to accommodate the new channel design. To maintain required clearance between the bottom of the bridge and creek flood flows, the new bridge deck elevation would be approximately 2.5 feet above the existing grade on the west side of the bridge and approximately 1 foot above the existing grade on the east side of the bridge. The change in bridge elevation on the east side could be accommodated by ramping the existing asphalt with little impact on the use of the adjacent paved area. On the west side of the bridge, the change in elevation would require the elimination of three existing parking spaces between the bridge and the Sizzler Restaurant due to the ramping and may required changes to the Sizzler Development Plan. Similar to the Hollister Avenue Bridge replacement, equipment would work within the creek bed during bridge construction. Bridge design would be approved by the City of Goleta Design Review Board.

All other project components under this option would be identical to the proposed project.

6.3 No Action Alternative

The No Action Alternative would not reduce or eliminate flooding in Old Town Goleta. As flooding would not be eliminated or reduced, the No Action Alternative would be inconsistent with General Plan policy SE-IA-2, which requires a flood control project at San Jose Creek. Modification of existing concrete channeling along San Jose Creek, replacement of the Hollister Avenue Bridge, and relocation of the sewer line currently suspended under the downstream metal bridge would not occur. The No Action Alternative would leave the proposed project area and vicinity in its current condition and subject to potential sewer spills.

While the No Action Alternative is not considered a reasonable alternative because it does not meet the purpose and need for the proposed action, it does provide a measure of the baseline conditions against which the impacts of the proposed action can be compared. In this MND/EA, the No Action Alternative is represented by the baseline conditions described in the Environmental Setting section of each resource area.

6.4 Description of Alternatives Considered but Eliminated

Numerous concepts were evaluated in determining how to best eliminate the current flooding that occurs in much of Old Town Goleta due to breakout along San Jose Creek. Some of these concepts also provided fish passage in addition to flood control. The following sections describe the process used in the alternatives selection and the reasons why all but the proposed project were not feasible.

6.4.1 Alternative Identification and Selection Process

Selecting the proposed project involved an extensive and comprehensive evaluation process. A wide range of alternatives were identified and analyzed based on several different environmental and engineering factors. The following details this process.

In May 2004, the City of Goleta initiated a process to identify any and all possible measures to reduce or eliminate flood damages in Old Town Goleta caused by overflows from San Jose Creek. A multi-disciplinary team was formed to create and evaluate potential improvements and/or modifications to San Jose Creek that would reduce or eliminate overflows upstream of Hollister during 100-year flood events. The team included a biologist specializing in riparian enhancements, a river hydro morphologist, structural engineers familiar with South Coast area hydraulics and hydrology, County Flood Control District personnel, and City of Goleta personnel.

During the first meeting, the team participated in a facilitated brainstorming session that generated over 75 ideas to reduce the flooding caused by San Jose Creek. These ideas were restated as specific improvements, actions or measures and grouped by category and type. This list of measures was then reviewed by the entire team for overall feasibility. Measures that where clearly infeasible due to environmental constraints were removed from further consideration.

The remaining alternatives where then ranked using a matrix based on the following criteria:

- Ability to reduce flooding in Old Town Goleta
- Environmental benefits, opportunities, and/or challenges
- Disruption to the community – risk of upset
- Ease of implementation
- Impacts to fish passage
- Secondary impacts to floodplain
- Risk of flooding caused by debris
- Cost

The top ranking alternatives were then selected for further detailed analysis. These alternatives included but where not limited to the following:

- Installation of micro retention/detention facilities upstream of Hollister Avenue
- Installation of check dams for retention/storage upstream of Hollister Avenue
- Lowering of stream channel for increased storage capacity upstream of Hollister Avenue
- Diversion of creek flows eastward across State Route 217 to Atascadero Creek.
- Diversion of creek flows into Old San Jose Creek
- Full removal of concrete channel downstream of Hollister Avenue
- Partial removal of concrete channel downstream of Hollister Avenue.
- Installation of a parallel box culvert under Hollister Avenue
- Construction of a localized depression in the stream bed to accelerate flow under the Hollister Avenue Bridge
- Replacement of Hollister Avenue bridge
- Widening of channel downstream of Hollister Avenue
- Construction of floodwalls/berms upstream and/or downstream of Hollister Avenue

- Lowering of Kellogg Avenue to contain floodwaters
- Elimination of bridge downstream of Hollister Avenue
- Installation of a debris racks upstream of Hollister Avenue
- Other methods of debris diversion upstream of Hollister Avenue
- Lowering of channel shoulders downstream of Kellogg Avenue

The alternative with the highest overall ranking involved replacing the Hollister Avenue Bridge and approximately 430 feet of concrete channel with a wider natural bottom channel with vertical instead of diagonal walls. The project as conceptualized after this initial evaluation met all project objectives at that time including reduction of flooding in Old Town, environmental benefits such as improved fish passage, and minimal disruption to the community and could be constructed with the available funding.

Further analysis, however, identified a fatal flaw with this conceptual project. The project would have increased flooding to businesses along Kellogg Avenue *downstream* of Hollister Avenue. Reducing flooding in Old Town and increasing flooding to businesses along Kellogg Avenue is unacceptable to regulatory agencies and adversely affected private property owners. Additional alternative analysis work was performed to develop a solution that would substantially reduce or eliminate increased flooding to businesses along Kellogg Avenue while still substantially reducing or eliminating flooding in Old Town. Many alternatives were considered for modifying the channel along Kellogg Avenue to accommodate the flow diverted from Old Town. These alternatives included a completely natural channel and a channel with a natural bottom, both of which would have provided fish passage. However, as further described in Section 6.4.2, a completely natural channel would require removing Kellogg Avenue and most of State Route 217 to provide a wide enough creek to contain a 100-year flood event. A channel with a natural bottom would require constructing unsightly 12-foot high vertical walls on each side of the channel above the creek bank.

Ultimately, a feasible solution was developed that included additional modifications to the concrete channel directly downstream of the originally proposed project to contain the increased flow. This solution included lowering the top of the existing concrete channel (lowering the shoulders of the channel) and adding 42-inch high vehicle barriers/flood walls on each side of the channel to contain the increased flow diverted from Old Town. Over the next six months, sufficient details were developed to create a level of preliminary engineering required for the CEQA review process. Extensive modeling and adjustments to the design were made to keep the flood wall height at no more than 42 inches. Removal of 430 feet of concrete bottom under and immediately downstream of the Hollister Avenue Bridge was still included as part of the project as well.

However, this design did not include adequate fish passage, and the project could not be fully funded without it. Consequently, the City brought in an engineer who is also an expert in fish passage issues to determine how the design could be modified to allow fish passage and still provide the same level of flood control. This expert worked closely with the project design team to come up with a fish passage design that would meet all the project goals. Two workshops were held to involve the local stakeholders (e.g., City of Goleta, Santa Barbara Flood Control, and California Department of Fish and Game) and concerned environmental groups (e.g., Audubon Society, Urban Creeks Council, Channel Keeper, and Environmental Defense Center) in the design process. Criteria for flood control (including channel maintenance), fish passage, civil engineering, hydraulics, construction costs and funding, and environmental issues were discussed. The outcome of this process was the proposed project described above.

6.4.2 Rationale for Alternative Elimination

The proposed project alternative requires channel modifications throughout the existing concrete channel, including flood walls, to contain the flood flows and allow fish passage. Seven alternatives, in addition to the proposed project, were evaluated further for feasibility. The feasibility criteria included ability to contain a 100-year storm within the creek channel, upstream passage for migrating steelhead, and cost within available funding. The following alternatives were evaluated and dismissed as either not providing adequate flood protection, not providing fish passage, or being too costly for the reasons described below.

Alternative 1: Less than 100-year storm capacity downstream of Hollister Avenue. In this alternative, improvements to the channel would not be sufficient enough to protect flood-prone areas during large runoff events. The improvements may include partial widening of the bridge under Hollister Avenue and flood walls but no lowering of the channel shoulders. With less than a 100-year storm capacity, water would continue to break out of the creek upstream of the Hollister Avenue Bridge, and flood maps would continue to show Old Town Goleta and the area along South Kellogg in a flood zone. Flooding could be decreased for some businesses but would be increased for others. For example, reducing flooding in the Hollister Avenue area of Old Town Goleta would increase flooding in the South Kellogg Avenue area and increase the flooding over State Route 217. Increasing flooding for some properties is not acceptable to the adversely affected properties and regulatory agencies. Increasing flooding for some properties would also result in lawsuits against all parties involved in the project. 100-year storm event flooding would continue to require elevating any new buildings above the flood plain. As a result, this alternative is not feasible.

Alternative 2: Widen creek under bridge. Widening the creek at the Hollister Avenue Bridge would decrease flooding in Old Town Goleta along Hollister Avenue. However, leaving the existing channel south of the bridge as it is would increase flooding in the South Kellogg Avenue area and over State Route 217. This would transfer the flooding problem from one area to another. Increasing flooding for some properties is not acceptable to the adversely affected properties and regulatory agencies. Increasing flooding for some properties would also result in lawsuits against all parties involved in the project. As a result, this alternative is not feasible.

Alternative 3: Natural channel along South Kellogg Avenue. Taking out the concrete channel lining in the creek where it parallels South Kellogg Avenue would require widening the channel substantially to carry high flows without flooding adjacent areas. The total width necessary to accommodate a 100-year storm flow in a natural channel would be approximately 250 feet, which would require removal or relocation of all of the South Kellogg Avenue right-of-way and much of the State Route 217 right-of-way. Neither of these roadway changes is feasible because both carry significant traffic and provide access to businesses and public institutions. The natural channel portion of the creek would improve fish passage in that area but would not remove all of the barrier.

Alternative 4: Natural bottom channel within vertical concrete walls. This alternative would include widening the channel as much as possible while maintaining Kellogg Avenue on the west side of the creek and State Route 217 on the east side of the creek. (The channel bottom would be left in a natural state that would allow fish passage.) In order to convey 100-year flood flows, 10-foot high concrete flood walls would need to be constructed along Kellogg Avenue and State Route 217. This option is not feasible for several reasons. The County Flood Control District would not maintain the walled section because access would not be possible due the significantly higher wall height. The lack of access for Flood Control maintenance would put the entire community at risk of flooding when the channel becomes blocked by debris during a storm event. This option is also more than three times the cost of the current project with no funding available for the difference. The walls could also create significant impacts to the community including introducing blight, blocking views, and cutting visual access from State Route 217 to the businesses along Kellogg Avenue.

Alternative 5: Upstream detention to reduce peak flows. This alternative would involve lowering the grade of an open space corridor between Cathedral Oaks Road and Berkeley Road. The available area was estimated to be about 90 acres. Mature oak trees exist throughout the area limiting the amount of excavation that could be done. Excavating the area would create some detention storage volume to pull the peak flow off the creek. To pull this peak flow off the creek would require the construction of a hard weir along a stretch of the creek. To be effective, the creek through the weir area would have to have a uniform cross section and smooth flow (i.e., be concrete lined). The detention area would have to have banks that are higher than the creek and a way to drain the water back into the creek after the peak flow has passed. Floating debris would be deposited into the detention basin and would require removal. There would also need to be a way to close the open space area when large creek flows are predicted. The volume that could be created by excavation was estimated to be 36 acre feet. This volume of detention could theoretically reduce the 100-year storm peak flow by approximately 600 cfs. For reference, the 100-year design flow is 5,400 cfs. The dramatic disruption to an established natural open space area, alteration of a natural creek area for the weir, and the cost of construction would not be justified. No other significant opportunities for detention areas were found. To solve the Old Town flooding problem with a detention basin would require a detention basin that is 10 times as large as the available space. The only way to achieve such a large basin would be to remove many existing houses. In addition, the existing concrete channel fish barrier downstream of Hollister Avenue would remain. Therefore, this alternative would not be feasible overall.

Alternative 6: New box culvert for flood flows. In this alternative, a new box culvert would be constructed parallel to the creek channel for conveyance of flood flows exceeding the existing channel capacity. This would require extensive excavation adjacent to the creek channel from upstream of the bridge to the drive-in theater. Land disturbance would be more extensive, and the costs would be more than three times that of the proposed project causing this alternative to be infeasible. The existing fish barrier would not be removed in this alternative.

Alternative 7: Bridge replacement and channel modifications. This is the project proposed in the May 2007 Final Mitigated Negative Declaration in which the concrete channel would be widened at Hollister Avenue, the bridge replaced to span the new channel width, a natural bottom for 430 feet, and top of channel modifications downstream. The 430 feet of natural channel bottom did not remove the fish passage barrier in the remainder of the concrete channel, and full funding could not be obtained for this project.

6.5 Measures Included as Part of the Proposed Project

Several measures have been agreed to by the project proponent and are included as part of the proposed project to reduce impacts on the environment. Specific measures that are proposed as part of the project description are described in detail following each resource discussion. These measures are required and are considered part of the proposed project.

6.6 List of Cumulative Projects

A list of projects included as part of the cumulative analysis is included as Attachment C. Resource-specific cumulative analysis is provided under each resource description.

6.7 Statement on Environmental Justice

EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requires that federal agencies (or projects with a federal nexus) make achieving environmental justice part of their mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations.

The purpose of the proposed project is to eliminate an existing flood hazard in the Old Town area of the City of Goleta through implementation of capital improvements to existing infrastructure associated with San Jose Creek at and south of the Hollister Avenue Bridge. The proposed project would provide benefits to the local community by reducing the flood hazard associated with San Jose Creek. As a result, no component of the proposed project would not have a disproportionate effect on environmental justice populations (a disproportionate effect is defined as an effect that is predominantly borne, more severe, or of a greater magnitude in areas with environmental justice populations than in other areas).

7. APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES:

California Coastal Commission (CCC) Coastal Development Permit, U.S. Army Corps of Engineers (USACE) 404 permit, Regional Water Quality Control Board (RWQCB) 401 certification and General Stormwater Construction Permit, California Department of Fish and Game (CDFG) Streambed Alteration Agreement, Goleta Sanitary District, Caltrans, and Santa Barbara County Flood Control District.

8. SITE INFORMATION:

Site Information	
Existing General Plan Land Use Designation	North: Multiple Family/Commercial East: Multiple Family/Commercial South: Commercial/Offices West: Commercial/Offices Creek/Channel: Public & Utility
Zoning Ordinance, Zone District	Article III (Inland Zoning Ordinance), Zoned DR-10 & DR-16 (Design Residential 10 units/acre & Design Residential 16 units/acre)

Site Information	
Site Size	Approximately 4,000 linear feet of San Jose Creek in the vicinity of Hollister Avenue.
Present Use and Development	Existing concrete lined San Jose Creek channel
Surrounding Uses/Zoning	North: Commercial/Multiple family housing South: Commercial/Offices/ Industrial - Coastal Zone occurs approximately 1,900 feet south of Hollister Avenue Bridge (see Attachment A, Sheets 2 through 5). East: State Route 217 West: Commercial/Offices./Industrial Creek/Channel: Public & Utility
Access	Existing: via Hollister and Kellogg Avenues Proposed: same plus ramp into creek
Utilities & Public Services	Water Supply: N/A Sewage: N/A Fire: SB County, Fire Station 12, 5330 Calle Real School Districts: N/A

9. ENVIRONMENTAL SETTING

Resource specific descriptions for all areas potentially affected by the project are provided below under Section 13, Issue Areas.

Slope/Topography

The project area is located in the Goleta Valley, and topography is generally flat with very minor sloping south/southwest towards the Pacific Ocean. At the proposed project site, San Jose Creek is at an elevation of approximately 35 feet above mean sea level. The creek parallels State Route 217 southwest towards Goleta Slough for approximately 1.5 miles.

Fauna

Although the riparian corridor within the project area on the north side of Hollister Avenue is located immediately adjacent to urban areas, the dense riparian vegetation and the continuous presence of fresh water provides cover, forage, and den and nesting habitat for several wildlife species. Terrestrial wildlife observed within the riparian zone during wildlife surveys included Pacific chorus frog (*Pseudacris regilla*); mammals such as raccoon (*Procyon lotor*), California ground squirrel (*Spermophylus beecheyii*), and pocket gopher (*Thomomys bottae*); and common bird species including great blue heron (*Ardea herodias*), American crow (*Corvus brachyrhynchos*), mourning dove (*Zenaida macroura*), acorn woodpecker (*Melanerpes formicivorus*), western scrub jay (*Aphelocoma californica*), black phoebe (*Sayornis nigricans*), common yellowthroat (*Geothlypis trichas*), California towhee (*Pipilo crissalis*), and song sparrow (*Melospiza melodia*).

Common raptor species, including red-tailed hawk, would be expected to occur in the vicinity; however, no nesting raptors or other evidence of bird nesting were identified during project-specific bird surveys.

The partially armored threespine stickleback (*Gasterosteus aculeatus macrocephalus*) was very abundant in June 2005, and small schools of California roach (*Lavinia symmetricus*) were also present. The stickleback is native to this area while the roach is not. Mosquitofish (*Gambusia affinis*), a non-native, are likely to also be present in the creek.

Flora

Naturally occurring vegetation along the unchanneled sections of the creek north of Hollister Avenue is characterized by dense stands of riparian woodland including arroyo willow (*Salix lasiolepis*), occasional western sycamore (*Platanus racemosa*), and scattered coast live oak (*Quercus agrifolia*) in areas more distant from the creek. Understory vegetation is mostly non-native species including German ivy (*Senecio mikanioides*), giant cane (*Arundo donax*), and periwinkle (*Vinca minor*). Native species such as blackberry (*Rubus ursinus*) and virgin's bower (*Clematis* sp.) are also common, especially on the west side of the creek.

Downstream of the Hollister Avenue Bridge, the channel has a concrete bottom and sides and does not support vegetation, other than filamentous green algae during low flows. The tops of the banks in the channeled sections do support occasional native tree species such as western sycamore and coast live oak. There are also several non-native trees such as eucalyptus (*Eucalyptus* sp.).

Other vegetation in the vicinity of the proposed project includes mostly non-native species and is generally weedy in nature. Landscape plantings associated with roads include bottle brush (*Callistemon* sp.), oleander (*Nerium oleander*), Leptospermum (*Leptospermum* sp.), and ngaio tree (*Myoporum lantum*), which line the area between State Route 217 and San Jose creek. Native shrubs such as coyote brush (*Baccharis pilularis*) are scattered among the landscape plantings. Understory vegetation consists of non-native annual grasses such as bromes (*Bromus* spp.) and oats (*Avena* spp.) and other non-native species such as iceplant (*Carpobrotus edulis*).

Archaeological Sites

The Hollister Avenue Bridge over San Jose Creek is located within the Barbareño Chumash cultural area, which includes evidence of human occupation dating to over 9,500 years ago. The bridge is located in an area considered to be a highly sensitive zone for archaeological resources. A cultural resources record search of relevant archaeological and historic documents, and a surface search were undertaken within the vicinity of the Hollister Avenue bridge over San Jose Creek. One recorded archaeological site was identified within approximately ½ mile of the bridge. CA-SBA-2204/H, the 1880 Joseph Sexton house and barn, is located approximately 1,640 feet from the project area. No other cultural resources were identified or observed.

Surface Water Bodies

San Jose Creek is the subject of the proposed project. The creek is intermittent to perennial with high variability in flows, ranging from dry to large flood events. The creek flows approximately 9 miles from its headwaters to the Pacific Ocean and drains approximately 6,080 acres (City of Goleta 2006). Creek flows correlate strongly with rainfall because of the short flow distance and the steep gradient of many reaches. High creek flows occur during and immediately after heavy rainfall events, which occur almost exclusively between November and April in the project area. Generally, low surface flows or dry conditions exist between rainy periods. Perennial sections are usually in the mountains and foothills (Padre 2003). The project area has intermittent flow as a result of rain events. Within the proposed project area, the creek has a shallow gradient and is surrounded by urban and agricultural development. The creek is channeled downstream of the Hollister Avenue Bridge with concrete banks and bottom. Upstream of the bridge, the creek has natural banks and bottom.

Surrounding Land Uses

The project vicinity contains a range of commercial, vacant, residential, and accompanying land use/zoning designations. The City of Goleta Final General Plan designates the following land uses adjacent to the site: multiple family, offices, industrial, and commercial. Zoning to the north and east of Hollister Avenue Bridge is multiple family/commercial; zoning to the south and west of the bridge is commercial/offices.

The Coastal Zone boundary occurs approximately 1,900 feet south of the Hollister Avenue Bridge and includes the downstream section of San Jose Creek as well areas to the east and south.

Existing Structures

Structures in the vicinity of the proposed project are limited to buildings associated with commercial development. Hollister Avenue crosses San Jose Creek at the proposed project area (Hollister Avenue Bridge), and a small metal bridge is also present just downstream of Hollister Avenue.

10. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist and analysis on the following pages:

- □ Aesthetics
- □ Agricultural Resources
- ■ Air Quality
- ■ Biological Resources
- ■ Cultural Resources
- ■ Geology/Soils
- ■ Hazards and Hazardous Materials
- ■ Hydrology/Water Quality

- ■ Land Use/Planning
- □ Mineral Resources
- ■ Noise
- □ Population/Housing
- □ Public Services
- □ Recreation
- ■ Transportation/Traffic
- □ Utilities/Service Systems
- ■ Mandatory Findings of Significance

11. DETERMINATION

On the basis of this environmental checklist/initial study:

- □ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- ■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- □ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- □ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- □ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental document, including revisions or mitigation measures that are imposed upon the proposed project and that a subsequent document containing updated and/or site specific information should be prepared pursuant to CEQA Sections 15162/15163/15164.
- □ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental document, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Patricia S. Miller	**April 2008**
Patricia S. Miller, Manager Current Planning Division	Date

12. EVALUATION OF ENVIRONMENTAL IMPACTS:

(a) All answers must take into account the whole action involved, including project-specific, cumulative, construction, operational, onsite, offsite, direct, and indirect impacts. The explanation of each issue should identify the existing setting, any applicable threshold of significance, impacts, mitigation measures, and residual impact statement.

(b) A brief explanation is required for all answers except "No Impact." The discussion must be supported by appropriate information sources. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to requests such as the proposed project.

(c) The checklist answers must indicate whether the impact is: Potentially Significant, Less than Significant with Mitigation Incorporated, Less than Significant, or No Impact.

(d) A "Potentially Significant" response is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant" entries when the determination is made, then an EIR is required.

(e) A "Less than Significant with Mitigation Incorporated" response is appropriate where such incorporation of mitigation would reduce a potentially significant impact to a less than significant level. If there are one or more "Less than Significant with Mitigation Incorporated" entries when the determination is made, then a Mitigated Negative Declaration may be prepared.

(f) Supporting Information Sources: References and sources should be attached, including but not limited to, reference documents, special studies, other environmental documents, and/or individuals contacted.

13. ISSUE AREAS:

AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect on a scenic vista?			✓		
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			✓		
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✓	

Existing Setting

San Jose Creek in the project area is visible from Hollister Avenue, Kellogg Avenue, and Ward Memorial Drive (State Route 217), as well as from several businesses located adjacent to the creek on the south side of Hollister Avenue. South of Hollister Avenue to the end of the project, the creek is a concrete lined channel with scattered trees and shrubs along the top of the bank. North of Hollister Avenue, dense trees line the creek. The Santa Ynez Mountains are visible to the north from the project site. According to the Goleta General Plan, a local scenic corridor is one that passes through, or provides visual access to, areas of high scenic value. State Route 217 is a local scenic corridor adjacent to the project site. Hollister Avenue is a local scenic corridor approximately 0.75 miles west of the project site, but not directly adjacent to the site (per General Plan VH 2.1 and Scenic Resources Map).

Thresholds of Significance

A significant Aesthetic impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, the City's *Environmental Thresholds & Guidelines Manual* instructs the project evaluator to assess visual/aesthetic impacts through a two step process. First, the visual resources of the project site must be evaluated including the physical attributes of the site, its visual uniqueness, and its relative visibility from public viewing areas. Of particular concern are visibility from coastal and mountain areas, as well as its visibility from the urban fringe and travel corridors. Secondly, the potential impact of the project on visual resources located onsite and on views in the project vicinity which may be partially or wholly obstructed must be determined. This step includes an evaluation of the project's consistency with city and state policies on the protection of visual resources.

Project Specific Impacts

Approximately half of the project activities would occur within the Coastal Zone. Channel modifications, removal of the secondary-use steel bridge, installation of boulders and willow cuttings along the banks of the creek near Hollister Avenue Bridge, installation of fish passage structures, and restoration of the native areas of San Jose Creek disturbed by the project would occur outside of the Coastal Zone. Downstream channel modifications including installation of a low flow channel and fish passage structures, and placement of a safety fence and low-lying flood wall would occur within the Coastal Zone boundary (Coastal Zone boundary is approximately 1,900 feet south of the Hollister Avenue Bridge (see Sheets 2-5 in Attachment A).

Proposed Project

a) Although more expansive views of the surrounding area from Hollister Avenue and Fairview Avenue are limited due to existing development and landscaping in the vicinity of the project site, views of the Santa Ynez Mountains are available from many vantage points in the area. Views to the north from Hollister Avenue, a car lot and riparian area, would not be significantly affected by the bridge replacement. To the east of the project site is State Route 217, which is a local scenic corridor but would not be impacted significantly by the project as discussed below. While a temporary obstruction of views may occur during project construction, the duration of construction would be brief and would result in less than significant impacts. Upon project completion, views from the scenic corridor would be similar to what they currently are. Views to the west from the bridge replacement site are commercial in nature and would not change significantly with the proposed project.

b) The proposed project does not lie within, or affect any views from, a Scenic Highway as designated by the State of California. As such, the project would not result in any impacts on scenic resources within a Scenic Highway viewshed.

c) The visual character of the site would not be changed significantly as a result of the proposed project. The project area is predominately commercial and industrial and no new structures that would substantially alter the existing vista are included as part of the project. Construction would be visible to motorists and pedestrians in the vicinity of the project area; however, all changes in vista would be temporary and associated with construction. Within 300 feet of Hollister Avenue, nearly all work would occur within the creek. Downstream of that, work would be from the top of the bank and within the channel. Where the creek is adjacent to Kellogg Avenue, the new low retaining wall and fence would include native vegetation. Additionally, all natural areas temporarily disturbed by the project would be restored immediately following construction. Because the project would not permanently change the commercial nature of the project vicinity and all native areas would be restored following the temporary construction period, impacts would be less than significant.

d) Lighting features would remain unchanged. Modifications to the existing concrete-lined creek channel would not constitute any increase in light or glare in or around the project site, and as a result, no new impacts associated with light and glare would occur.

“Steel” Bridge Replacement Option

a) A secondary access bridge south of the Hollister Avenue Bridge would be replaced under this option. The bridge replacement would occur in the same location as the existing bridge. Although more expansive views of the surrounding area from Hollister Avenue and Fairview Avenue are limited due to existing development and landscaping in the vicinity of the project site, views of the Santa Ynez Mountains are available from many vantage points in the area. Views to the north from Hollister Avenue, a car lot and riparian area, would not be significantly affected by the ”steel” bridge replacement. To the east of the project site is State Route 217, which is a local scenic corridor (VH 2.3 of the General

Plan) but not a scenic state highway, would not be impacted significantly by the project. Views to the west from the bridge replacement site are commercial in nature and would not change significantly with the proposed project. All other impacts would be identical to those presented under the proposed project and would remain less than significant.

b-d) Impacts under this option would be identical to those described under the proposed project.

No Action Alternative

The No Action Alternative would not result in any modifications to San Jose Creek, installation of fish passage structures, or relocation of the sewer line currently suspended under the small metal bridge. The No Action Alternative would leave the proposed project area and vicinity in its current condition, and there would be no temporary change to the visual character or vistas of the project area.

Cumulative Impacts

The project would not contribute to cumulative aesthetic impacts.

Required Mitigation Measures

Because significant impacts would not occur, no mitigation measures are proposed.

Residual Impact

There would be no residual aesthetic impacts.

AGRICULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓	
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?				✓	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				✓	

Existing Setting

The proposed project is not on or adjacent to land currently under agricultural operation. Based upon the Farmland Mapping and Monitoring Program for the California Resource Agency, the proposed project area is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. To the south-east of the project site there is Prime Farmland as well as farmland of State and Local Importance. However, these farmland areas are to the east of State Route 217 and would not be impacted by project construction or operation.

Thresholds of Significance

The City's *Environmental Thresholds & Guidelines Manual* sets forth criteria for evaluating the significance of a project's impact on Agricultural Resources based on the above checklist. A project may pose a significant environmental effect on agricultural resources if it conflicts with adopted environmental plans and goals of the City or converts prime agricultural land to non-agricultural use or impairs the agricultural productivity of prime agricultural land.

Project Specific Impacts

Proposed Project

a-c) Based upon the Farmland Mapping and Monitoring Program for the California Resource Agency, the proposed project does not affect an agricultural resource area and thus does not impact designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed project would not displace or occur adjacent to any existing farmlands or agricultural lands. It would not affect any lands designated for agricultural uses in the City of Goleta General Plan, nor would it affect any agriculturally zoned parcels, or parcels under a Williamson Act Contract. The proposed project would not involve any other changes to the existing environment that could result in conversion of farmland to non-agricultural uses. As a result, no impacts on Agricultural Resources would occur.

"Steel" Bridge Replacement Option

a-c) Impacts under this option would be identical to those described under the proposed project.

No Action Alternative

The No Action Alternative would not result in any modifications to San Jose Creek, installation of fish passage structures, or relocation of the sewer line currently suspended under the small metal bridge. The No Action Alternative would leave the proposed project area and vicinity in its current condition. Without the proposed flood control improvement project, benefits of improved flood control would not be recognized by regional agricultural resources.

Cumulative Impacts

The proposed project would not contribute to any cumulative impact on agricultural resources within the City of Goleta.

Required/Recommended Mitigation Measures

Because no impacts would occur, no mitigation measures are proposed.

Residual Impact

No residual impacts (either project-specific or cumulative) on Agricultural Resources would occur as a result of project implementation.

AIR QUALITY

Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**See Prior Document**
a. Conflict with or obstruct implementation of the applicable air quality plan?		✓			
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓			
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in a state of non-attainment under applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓			

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
d. Expose sensitive receptors to substantial pollutant concentrations?		✓			
e. Create objectionable odors affecting a substantial number of people?			✓		

Existing Setting

The proposed project is located in the South Central Coast Air Basin (SCCAB), an area that currently attains all national ambient air quality standards but does not attain the state standards for ozone (O_3) or respirable particulate matter (PM_{10}). The Santa Barbara County Air Pollution Control District (APCD) regulates air emission sources within the Santa Barbara County portion of the SCCAB. The APCD has developed the (1) *2001 Santa Barbara County Clean Air Plan* (*2001 CAP*) to show how the County would maintain attainment with the national one-hour O_3 standard and (2) the *2004 CAP* to show how the County would make progress towards meeting the state one-hour O_3 standard.

Reactive organic compounds (ROC) and nitrogen oxides (NO_x) are precursors to O_3, and the generation of these pollutants and PM_{10} from project emission sources would be the main air quality issues associated with the proposed actions. Ozone is formed when NO_x and ROCs react in the presence of sunlight. According to the APCD, the major sources of O_3 precursor emissions in the County are motor vehicles, the petroleum industry, and solvent usage (paints, consumer products, and certain industrial processes). Sources of PM_{10} include grading, demolition, agricultural tilling, road dust, mineral quarries, and vehicle exhaust.

Thresholds of Significance

A significant Air Quality impact would be expected to occur if the proposed project exceeded any of the criteria noted in the above checklist. Additional thresholds are contained in the *Scope and Content of Air Quality Sections in Environmental Documents* (APCD 2006), as recommended in the City's *Environmental Thresholds and Guidelines Manual* (City of Goleta 2003). The thresholds applicable to the project include (1) cause or contribute to an exceedance of an ambient air quality standard, (2) exceed the APCD health risk public notification thresholds adopted by the APCD Board, or (3) are inconsistent with the federal and state air quality attainment plans adopted for Santa Barbara County.

Short-term thresholds to evaluate NOx and ROC emissions from construction activities have not been established by the City, as the APCD determined that these activities produce only 6 percent of the total NOx and ROC emissions within the County (Santa Barbara County 1993 Rate-of-Progress Plan) and they are included in the County O_3 attainment planning processes. However, due to the fact that Santa Barbara County is not in compliance with state standards for airborne particulate matter (PM_{10}), construction generated fugitive dust (50 percent of total dust) is subject to the City's standard dust mitigation requirements.

Project Specific Impacts

The majority of construction induced emissions would occur in the vicinity of the Hollister Avenue Bridge crossing area during channel modifications and removal of the steel bridge, outside of the Coastal Zone. Within the Coastal Zone, project construction would include channel modifications, construction of fish passage structures, and placement of the low retaining wall and safety fence on top of the creek banks.

Proposed Project

All potential impacts associated with Air Quality would be short-term. No new emission generating facilities would occur as part of the proposed project. In addition, the project would not increase traffic or the generation of dust following completion of construction.

a-c) Short term air quality impacts would occur during project grading. This activity would generate fugitive dust in the form of PM_{10} emissions. Since the County currently violates the state standard for PM_{10}, construction activities that generate fugitive dust emissions would be required to implement APCD standard dust control measures to ensure that these emissions remain below significant levels. Without incorporation of these measures, impacts would have the potential to be significant.

The Project also would generate combustive emissions for the duration of proposed construction activities. Since these emissions would occur intermittently over a short period of time, they would not contribute to an exceedance of an ambient air quality standard. Additionally, proposed construction emissions are included in the *2001* and *2004 CAPs* and therefore would not conflict with or obstruct implementation of these plans. As a result, combustive emissions from proposed construction activities would produce less than significant impacts to air quality.

d) Airborne pollutants resulting from the proposed project would generally be associated with short-term dust generation from construction activities. This impact would mainly occur from proposed earth moving activities. As a result, impacts resulting from short-term dust generation would have the potential to be significant.

e) Project construction activities would increase air pollutants due to the combustion of diesel fuel. Some individuals may sense that these emissions are objectionable in nature, although it is difficult to quantify the odorous impact of these emissions to the public. The intermittent nature of project construction emissions and the substantial distance between project emission sources and the nearest residents implies that these emissions would adequately disperse to below objectionable odor levels. As a result, the project would not create objectionable odors that would affect a substantial number of people.

"Steel" Bridge Replacement Option

Similar to the proposed project, all potential impacts associated with Air Quality would be short-term under this option. No new emission generating facilities would occur as part of this option. In addition, the project would not increase traffic or increase dust generation following completion of construction.

a-c) Short term air quality impacts generally occur during project grading. Preliminary earthwork quantities would be slightly less than the proposed project under this option, and would include placing an estimated 70 yd^3 of fill excavated from the channel for the bridge approaches thereby reducing the amount of excess material to be removed from the site. Similar to the proposed project, construction activities that generate fugitive dust emissions would be required to implement APCD standard dust control measures to ensure that these emissions remain below significant levels.

All other project components under this option would be comparable to the proposed project.

d) Airborne pollutants resulting from the proposed project would generally be associated with short-term dust generation from construction activities and would increase under this option because of the steel bridge replacement. This impact would exist while earth moving activities are occurring. As a result, impacts resulting from short-term dust generation would have the potential to be significant.

e) Construction activities from this option would increase air pollutants due to the combustion of diesel fuel. However, due to the intermittent nature of proposed construction emissions and the substantial distance between emission sources and the nearest residents, this option would not create objectionable odors that would affect a substantial number of people.

No Action Alternative

The No Action Alternative would not result in any modifications to San Jose Creek, installation of fish passage structures, or relocation of the sewer line currently suspended under the small metal bridge. The No Action Alternative would leave the proposed project area and vicinity in its current condition and there would be no temporary air quality impacts associated with construction of the project.

<u>Cumulative Impacts</u>

Per the City's *Environmental Thresholds & Guidelines Manual,* a project's contribution to cumulative air quality impacts is considered significant if the project's total emissions of either NO_x or ROC exceed the long-term threshold of 25 pounds per day (ppd). The proposed project would not add to long-term emissions and thus would not cause significant cumulative impacts.

Emissions of PM_{10} from proposed construction activities, in combination with emissions from reasonably foreseeable future projects, would exacerbate the existing PM_{10} nonattainment status within the County. The project contribution to cumulative impacts would have the potential to be significant but mitigable.

<u>Required Mitigation Measures</u>

AQ1 **DUST CONTROL:** Dust generated by construction activities shall be kept to a minimum with a goal of retaining dust on the site. The following dust control measures listed below shall be implemented by the applicant.

a) During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.

b) During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.

c) After clearing, grading, earth-moving, or excavation is completed, the disturbed area must be treated by watering or revegetating; <u>or</u> by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

d) Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

e) Trucks transporting fill material to and from the site shall be tarped from the point of origin.

Plan Requirements & Timing: All of the aforementioned requirements shall be noted on all plans submitted for approval of any LUP for the project.

<u>Monitoring</u>: City staff shall perform periodic site inspections to verify compliance.

AQ2 DUST MONITORING: The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress.

Plan Requirements & Timing: The name and telephone number of such persons shall be provided to City staff and the APCD. The dust monitor shall be designated prior to issuance of any LUP for the project.

<u>Monitoring</u>: City staff shall contact the designated monitor as necessary to ensure compliance with dust control measures.

<u>Residual Impact</u>

With implementation of the above mitigation measures, residual project-specific and cumulative Air Quality impacts would be considered less than significant.

BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓			
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓			
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓		

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓		
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓	

Existing Setting

Vegetation. Naturally occurring vegetation upstream (north) of the existing Hollister Avenue crossing of San Jose Creek consists of dense riparian woodland. The dominant tree species is arroyo willow (*Salix lasiolepis*) with scattered coast live oaks (*Quercus agrifolia*) in areas more distant from the creek. Occasional western sycamores (*Platanus racemosa*) line the creek. Upland areas to the east support a grove of non-native walnut trees that are not maintained.

The willows have been established for many years, and most of them consist of numerous branches that grow horizontally for 10 to 20 feet, then grow upward. This growth pattern is somewhat unusual, but could be caused by high stream flows or winds bending stems. Due to this growth form, individual trees provide large areas of cover, and there are relatively few trees, despite a well-developed canopy. Understory vegetation is very dense and consists of mostly non-native species including German ivy (*Senecio mikanioides*), giant cane (*Arundo donax*), and periwinkle (*Vinca minor*). Native species such as blackberry (*Rubus ursinus*) and virgin's bower (*Clematis* sp.) are also common, especially on the west side of the creek.

Downstream of the bridge (south) the channel has a concrete bottom and sides and does not support vegetation, other than filamentous green algae during low flows. Occasional trees populate the tops of the banks including native species such as western sycamore and coast live oak. There are also several non-native trees such as eucalyptus (*Eucalyptus* sp.).

The area proposed for the bridge is within a designated Environmentally Sensitive Habitat Area (ESHA). It is considered an ESHA due the presence of San Jose Creek, wetlands, and native woodlands. Drainage improvements and public road crossings are generally permitted in ESHAs where there is no feasible, less-environmentally damaging alternative and where mitigation measures would avoid or lessen impact to the maximum extent feasible (City of Goleta 2006).

Other vegetation within the area of potential effect is mostly non-native and generally weedy in nature. Several landscape plantings including bottle brush (*Callistemon* sp.), oleander (*Nerium oleander*), Leptospermum (*Leptospermum* sp.), and ngaio tree (*Myoporum lantum*) line the area between State Route 217 and San Jose creek. Native shrubs such as coyote brush (*Baccharis pilularis*) are scattered among the landscape plantings. Understory vegetation consists of non-native annual grasses such as bromes (*Bromus* spp.) and oats (*Avena* spp.) and other non-native species such as iceplant (*Carpobrotus edulis*).

A large sycamore tree known as the "Witness Tree" is located at the Sizzler Restaurant on the west side of the creek. Another large sycamore tree located on the upper bank of the creek approximately 150 feet north of the Hollister Avenue Bridge is known as the "Sister Witness Tree". Both of these trees are located outside the area of potential effect.

Wetlands. There are two wetland definitions widely-used for assessing and delineating areas as wetlands: federal and state, as defined below.

1. **Federal** wetlands are consistent with definitions maintained by the U.S. Army Corps of Engineers, pursuant to Section 404 of the Clean Water Act. This delineation method follows the 1987 U.S. Army Corps of Engineers Wetland Delineation Manual and is used for most federal permits. A "wetland" under this definition may be within or adjacent to Waters of the U.S. In general, this method requires a jurisdictional wetland area to meet three separate criteria: hydrophytic vegetation, wetland hydrology, and hydric soils.

   Hydrophytic vegetation is defined as macrophytic vegetation that is adapted to, and occurs in, areas where soils are frequently or permanently saturated for sufficient duration to exert a controlling influence on the plant species present. Plant species adjacent to the delineation pit were identified and included following the "50/20 rule," meaning that plant species in each layer of the vegetation (herb, shrub, tree, and vine) were included in order of abundance until at least 50 percent of total vegetation cover was accounted for, and all species with at least 20 percent relative cover were included. Indicator status of individual plant species follows the 1988 National List of Plant Species that Occur in Wetlands (available at http://www.nwi.fws.gov/bha/).

   Wetland hydrology refers to inundation and/or saturation of the soil by flooding or a shallow water table for a prolonged period during the growing season, such that the character of the soil and vegetation are substantially different from areas that do not experience inundation/saturation in this manner. Geomorphic features associated with flooding (e.g., channels, shorelines) and sediment deposits are among the indicators of wetland hydrology.

Hydric soils are defined as soils that are sufficiently ponded, flooded, or saturated throughout the growing season to produce anaerobic conditions which favor the growth of hydrophytic vegetation (Environmental Laboratory 1987). Hydric soils are identifiable based on observable properties that result from prolonged saturated-anaerobic conditions. To assess whether hydric soil was present at each sample point, a soil pit was excavated to a depth of 16 inches (when possible), and soil attributes (including color, mottling, texture, grain size, structure, streaking, degree of saturation) were recorded on the delineation forms. Soil colors were assessed using Munsell Soil Color Charts (Munsell Color 1992). Other than direct observation of saturated conditions, low chroma (dark) soil colors are among the most conspicuous indicators of hydric soils.

2. **State** wetlands require that only one of the three previously mentioned U.S. Army Corps of Engineers criteria must be met. This wetland definition is used by the California Department of Fish and Game, California Coastal Commission, the City of Goleta, and the U.S. Fish and Wildlife Service.

Both state and federal wetlands are present north (upstream) of the Hollister Avenue Bridge. A one-foot wide strip of Corps wetlands occurs at the water's edge on both sides of the creek extending upstream from the end of the concrete channel about 25 feet upstream of the bridge (north of Hollister Avenue). It is dominated by umbrella sedge (*Cyperus* sp.) and kikuyu grass (*Pennisetum clandestinum*). The federal wetlands are not well developed in terms of vegetation (i.e., do not have dense cover of wetland plants), and these plants are periodically removed by scour during high flows. The state wetland along the natural channel is substantially bigger, measuring approximately 80 feet wide, which includes vegetated banks and the flowing water channel. Some state wetland is also present adjacent to the short (about 25 feet) section of concrete channel extending upstream from the Hollister Avenue bridge. The state wetland consists of arroyo willows on the banks with an understory of blackberry (*Rubus ursinus*). The flowing channel is unvegetated, but is still considered a state wetland due to the presence of water.

The concrete channel from just upstream of the Hollister Avenue Bridge southward to below the project area is not considered to be a state or federal wetland because the channel does not meet any of the three wetland criteria, but it is considered waters of the United States. Even though water is present much to all of the year, no soil is inundated or saturated, and the hydrology criterion is not met.

Wildlife (Terrestrial and Aquatic). San Jose Creek has perennial water in at least segments upstream from the Hollister Avenue crossing because fish are present. The bottom substrate is primarily silt and sand just upstream of Hollister Avenue with some gravel and cobbles further upstream. The partially armored threespine stickleback (*Gasterosteus aculeatus macrocephalus*) was very abundant in June 2005. Small schools of California roach (*Lavinia symmetricus*) were also present. The stickleback is native to this area while the roach is not. Other fish species that could be present include mosquitofish (*Gambusia affinis*), a non-native. Steelhead (*Oncorhynchus mykiss*), a native, is discussed below under special status species. Common aquatic invertebrates are present, and filamentous green algae occur during the summer.

Although the riparian corridor within the project area is located immediately adjacent to urban areas, the dense riparian vegetation and the continuous presence of fresh water provides cover, forage, and den and nesting habitat for several wildlife species. Terrestrial wildlife observed within the riparian zone during the SAIC 2005 wildlife surveys included Pacific chorus frog (*Pseudacris regilla*); mammals such as raccoon (*Procyon lotor*), California ground squirrel

(*Spermophylus beecheyii*), and pocket gopher (*Thomomys bottae*); and common bird species including great blue heron, American crow, mourning dove, acorn woodpecker, western scrub jay, black phoebe, common yellowthroat, California towhee, and song sparrow. No bats were observed at the Hollister Avenue Bridge, although they could potentially roost there. However, the amount of potential roosting habitat is small and of marginal quality. Swallows also could nest on the bridge structure.

Special Status Species. Special status species are those that are state- or federally-listed as threatened or endangered, candidates for such listing, state Species of Special Concern, or California Native Plant Society (CNPS) List 1B. A search of the California Natural Diversity Data Base (CNDDB) and other literature sources as well as field surveys of the project area indicate that few special status species could be present. Table 2 summarizes those species. No sensitive plants or wildlife were observed at the bridge or approximately 1,500 feet up or downstream of the bridge during the SAIC 2005 surveys. A number of non-sensitive bird species are expected to nest within the riparian habitat, and these birds and their nests are protected under the Migratory Bird Treaty Act (MBTA).

Table 2. Special Status Species Potentially Present in Project Area

Common Name	***Scientific Name***	***Status***		***Notes***
		Federal	***State/CNPS***	
Southern tarplant	*Centromadia parryi* ssp. *australis*	--	--/1B	Near the intersection of Hollister and Kellogg; last seen in 1959
Southern steelhead	*Oncorhynchus mykiss*	E	SSC	One captured in San Jose Creek in 1975
California red-legged frog	*Rana aurora draytonii*	T	SSC	Potential habitat upstream of Hollister Avenue
Sources: CNDDB 2006, NMFS no date.				

The following describes each of these species.

Southern tarplant. The southern tarplant is not expected to occur within the work areas. The CNDDB record near the intersection of Kellogg Avenue and Hollister Avenue is prior to much of the development that is currently present in that area, and none were observed by a qualified biologist during field surveys for the project in 2005.

California red-legged frog. Adults prefer dense, shrubby or emergent riparian vegetation closely associated with deep (more than 2.3 feet in depth), still or slowly moving water. However, they have been observed to occur in a variety of habitat types, including aquatic, riparian, and upland habitats with permanent water nearby. California red-legged frogs breed from November through April. Eggs hatch in 6 to 14 days while larvae take 3.5 months or longer to metamorphose. California red-legged frogs may live 8 to 10 years. The frogs disperse upstream and downstream of breeding habitat to forage and seek resting habitat. They take cover in small mammal burrows and moist leaf litter (up to 100 feet from water) in dense riparian vegetation with drying of creeks in summer, but will use other cover sites when traveling overland. Adults can be found within streams over 1.8 miles from breeding habitat and within dense riparian vegetation more than 328 feet from water. After winter rains begin, California red-legged frogs may move away from aquatic habitats, primarily at night, and can travel one mile from those habitats (USFWS 1997). Juveniles may also disperse locally shortly after metamorphosis in July-September and away from their natal habitats during warm rain events. No California red-legged frogs have been reported in the San Jose Creek drainage (CNDDB 2006), and none were observed within the channel during the USFWS protocol surveys conducted by a qualified biologist for this species in May and June 2005 (See Attachment D). Habitat potentially suitable for movement of this species was observed in the channel upstream of the Hollister Avenue bridge. The project is not within any designated critical habitat units for the red-legged frog (USFWS 2006).

Steelhead. Adult steelhead enter coastal creeks during winter runoff events from October through March, lay their eggs in gravel beds (late February through March), and then return to the ocean in the spring (March through July) before sand bars close the mouth of the creek. Fry emerge from the gravel in 2 to 6 weeks after hatching in late May to early June and disperse throughout the creek, typically occupying shallow areas along stream margins. The young remain in freshwater for one or more years before migrating to the ocean, also in March through July (NOAA 1997, Titus et al. 2003). Juvenile steelhead may spend several weeks in the coastal lagoon or estuary of a stream before entering the ocean. They reside in the ocean for 2 to 3 years before returning to their natal stream to spawn (NOAA 1997), although in wet years steelhead may return to spawn after only 1 year in the ocean (Moyle et at. 1995). The adults can spawn more than once, although most do not spawn more than twice (NOAA 1997). Optimal habitat for steelhead throughout its range on the Pacific Coast can generally be characterized by clear, cool water with abundant instream cover, well-vegetated stream banks, relatively stable water flow, and a 50:50 pool-to-riffle ratio (Raleigh et al. 1984). Although optimal water temperatures for steelhead are considered to range from 12 to 20ºC, various sources document southern steelhead as persisting in streams with water temperatures ranging from 14.4 to 25.5ºC during the summer and early fall months of drought years (Titus et al. 2003). The critical thermal maximum is reported to be up to 29.4ºC (Lee and Rinne 1980). No spawning or rearing habitat is present in the project area, although adults and juveniles could pass through the area. An adult steelhead was caught at an unspecified location in the creek in 1975 (Titus et al. 2003). The concrete lined section downstream of Hollister Avenue has been identified as a complete barrier to upstream movement of steelhead (Stoecker 2002). Other partial and complete barriers are present higher in the watershed. The project area is within the Southern California Evolutionarily Significant Unit (ESU) for steelhead that includes coastal drainages south from (and including) the Santa Maria River. San Jose Creek is within designated critical habitat for this species (NOAA 2005).

<u>Thresholds of Significance</u>

A significant impact on Biological Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual*.

The City's adopted thresholds of significant environmental impact(s) for biological resources indicate the potential for a significant impact if a proposed project would result in any of the following:

a) Conflict with adopted environmental plans and goals of the community where it is located;

b) Substantially affect a rare or endangered plant or animal species;

c) Substantially interfere with the movement of any migratory or resident fish or wildlife species;

d) Substantially diminish habitat for fish, wildlife, or plants.

Of these, only *d* is not covered specifically in the checklist and will be addressed as *g*.

Project Specific Impacts

Impacts presented below would predominately occur outside of the Coastal Zone and be associated with the replacement of the Hollister Avenue Bridge and restoration of the native areas of San Jose Creek. Parts of the project that would occur along Kellogg Avenue, including a portion of the low retaining wall and safety fence, would occur within the Coastal Zone boundary (Coastal Zone boundary is approximately 1,900 feet south of the Hollister Avenue Bridge (see Sheets 2-5 in Attachment A).

Proposed Project

a) Construction activities in the creek would include removal and replacement of the existing concrete channel walls and bottom, excavation to widen the creek bed and form a fish passage notch, and installation of rock for the transition from the concrete walls to natural bank over approximately 50 feet of the stream north of the bridge. These activities would be scheduled during the dry season when the creek is dry or flows are at their lowest. If flow were present, that water would be diverted through the work area using pipes. This schedule would avoid interference with movement of steelhead that enter Goleta Slough and attempt to migrate up San Jose Creek because upstream movement would not occur at that time and the concrete section poses a barrier to such movement so that no steelhead juveniles would be migrating to the ocean. As a result, no impacts to steelhead would occur. As noted in the Steelhead Assessment and Recovery Opportunities in Southern Santa Barbara County (Stoecker 2002), the concrete lined section of creek where the in-channel work would occur is an upstream barrier to adult steelhead upstream migration. Installing the proposed fish passage notch the length of this section of creek bottom would substantially enhance steelhead passage to areas above Hollister Avenue while still accommodating the required 100-year flood event as well as allowing maintenance by the County Flood Control District.

   No habitat for California red-legged frogs is currently present in the concrete lined channel to be removed and replaced. Because none were observed upstream of the project site during surveys in 2005, none have been reported in the drainage or in any drainages nearby within the urban area (CNDDB 2006, USFWS 2005), and dense urbanization is present between San Jose Creek and other streams in the area, the species is very unlikely to be present in the project area during construction. Installation of a water diversion, if needed, to pass creek flow beyond the work area would require work in potential habitat. Extending the rock transition about 50 feet upstream from the end of the existing concrete wing walls would alter potential habitat in that location. Once construction is complete, the rocky bank would provide potential habitat in the form of crevices and vegetation for cover. During construction, no impacts to red-legged frogs are predicted to occur. If, however, individuals of the species were to be present and entered the work area, impacts would have the potential to be significant.

b) Removal of riparian trees would occur during excavation and bank realignment, staging, and access. Up to three western sycamores would be removed. One western sycamore on the west bank just upstream of the boulder slope north of the bridge would be avoided if a suitable project design can be developed. The two western sycamores on the east bank adjacent to the Mission City Leasing property south of the bridge are too close to the work area to be avoided. In addition to sycamores, several coast live oak trees are in the area that would be affected by the proposed project. Only one would be removed, and it is located very close to the top of the existing concrete wall south of Hollister Avenue. All other oak trees and their critical root zones would be avoided and protected during construction. Impacts to native trees would be significant but mitigable.

Approximately 0.13 acre of riparian vegetation, that is primarily arroyo willow and associated understory, could be removed by the proposed project on the north side of Hollister Avenue. This area includes the vegetated portion of the state wetlands discussed below. Removal would be limited to that necessary for construction. Impacts would be significant but mitigable.

Removal of non-native trees, shrubs, and herbaceous vegetation would occur on the bank between Kellogg Avenue and State Route 217. A few additional non-native trees, particularly eucalyptus, would be removed between Kellogg and Hollister Avenues. This would be a less than significant impact. Selected eucalyptus trees also may be removed along the creek banks near Armitos Avenue to increase native vegetation in the creek precluded by the non-native eucalyptus trees and to decrease flood risks associated with the trees falling into the creek. Removal of these eucalyptus trees has the potential to damage adjacent native riparian vegetation, a significant but mitigable impact.

In addition, construction activities such as washing of concrete trucks and other equipment could result in the introduction of substantial levels of pollutants into San Jose Creek. The potential for such activities to affect surface water quality in the area is high because construction of the new creek channel walls would occur within the creek. Best management practices (BMPs) would be implemented to prevent pollutants from entering the creek during the work. These include measures described under Hydrology and Water Quality below. This would reduce the short-term impacts of these construction activities on biological resources.

c) Construction would result in temporary removal of up to 100 square feet (less than 1/100th of an acre) of Corps wetland. For state wetlands, up to 4,500 square feet of vegetated wetland on the stream banks would be temporarily lost and 1,000 square feet of the stream channel (open water) would be temporarily disturbed (Table 3). Overall impacts to state wetlands would be less than significant because disturbances to the wetted channel would be temporary and the riparian vegetation removed would be replaced, resulting in no loss of state wetlands. (Sheet 2 in Attachment A was used for calculating the state wetland losses and gains.) Overall impacts to Corps wetlands would be less than significant because the area lost would be small and has minimal wetland functions due to its size, shape (two linear strips 1 foot wide by 50 feet long), and sparse vegetation cover.

Table 3. State Wetland Impacts

Location	***Area (ft^2)***
Water in natural channel – temporary disturbance during construction (20'X50')	1,000
Vegetation along natural channel – temporary loss during construction (60'X50')	3,000
Vegetation on bank, Hollister Avenue bridge to natural channel – temporary loss during construction (60'X25')	1,500
Total temporary loss	4,500
Bank vegetation to be replanted(6075')	4,500
Natural channel remaining ()20'X50')	1,000
Created wetlands	4,500
Note: Actual impacts will be determined at the end of construction	

d) Construction activities would not substantially interfere with movement of aquatic species because construction in the stream bed would be conducted in the dry season when native migratory fish, such as steelhead, would not be using this corridor. Other native aquatic species are not migratory, but local movements would not be substantially impeded. Once construction is completed, the new fish passage notch would improve the movement corridor for aquatic species. Construction would not substantially alter terrestrial wildlife movement corridors because only a small area of trees (0.13 acre) would be removed at the north side of Hollister Avenue, leaving the remaining riparian corridor intact for wildlife movement. Replanting of trees after construction is complete would restore the small area temporarily lost. Impacts would be less than significant.

e) The project would not conflict with local policies for protection of biological resources. Work within ESHA would be consistent with General Plan Policies CE 1.6 and 1.7. The creek and riparian area upstream of the Hollister Avenue Bridge would be protected to the extent feasible during construction and would be restored after construction as required in Policies CE 2.1 and 2.2. All native trees removed would be replaced at ratios compatible with these local policies. Installation of the new flood control measures would be consistent with Policies CE 2.5 and 2.6 and would enhance the creek where the natural bed is to be restored. Construction would temporarily affect wetlands and would be consistent with Policies CE 3.5 and 3.6. The project is designed to avoid impacts to special status species in accordance with Policy CE 8. Native trees would be protected, and those that have to be removed would be replaced in accordance with Policy CE 9. The project would not affect ESHA (Coastal Act Policies 30107.5 and 30240) or biological productivity of creeks (Coastal Act Policy 30231) within the Coastal Zone. Flood control measures installed in the Coastal Zone would be consistent with Policy 30236. Impacts would be less than significant. Neither the Witness Tree nor the Sister Witness Tree, and their critical root zones, would be affected by project activities because they are located outside the work area.

f) There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans that either affect the project site or would be in conflict with the project. Therefore, the proposed project poses no potential to generate such impacts.

g) Reconstruction of the concrete channel to include a fish passage notch would improve habitat for migratory fish such as steelhead. The existing sloped wing walls north of the bridge would be replaced by vertical walls with boulders forming most of the slope to tie into the existing creek channel upstream of Hollister Avenue. Native species would be planted in the boulders (see Sheet 6 in Attachment A), and the native trees removed during the channel modification would be replanted to meet local requirements. Thus, the project would not substantially diminish habitat for fish, wildlife, or plants, and impacts would be less than significant.

Removal of non-native trees, shrubs, and herbaceous vegetation would occur on the bank between Kellogg Avenue and State Route 217. A few additional non-native trees, particularly eucalyptus, would be removed between Kellogg and Hollister Avenues. This would be a less than significant impact.

Removal of any riparian vegetation, including the willow understory, for the proposed bank realignment, staging, and access could result in impacts to nesting birds if construction activities occurred from February 1 through August 15 and if birds were nesting in that area. Impacts to active nests and nesting birds are prohibited by the MBTA and the Goleta General Plan (Policy CE 8). Impacts to nesting birds would be significant but mitigable.

"Steel" Bridge Replacement Option

a-g) Impacts under this option would be less than significant with implementation of mitigation that is part of the project as described under the proposed project. The replacement of the "steel" bridge under this option would occur at the same time as the channel improvements and would not increase the length of time that construction would occur, and therefore would not increase the temporal impact associated with short-term construction activities. No additional biological resources would be affected. All other project components would be the same as for the proposed project. Impacts would remain essentially the same as those described above under the proposed project, and the mitigation measures presented below would be adequate to minimize impacts.

No Action Alternative

The No Action Alternative would not reduce or eliminate flooding in Old Town Goleta. Modification of existing concrete channeling along San Jose Creek, including installation of a fish passage notch, and relocation of the sewer line currently suspended under the small metal bridge would not occur. The No Action Alternative would leave the proposed project area and vicinity in its current condition and subject to potential sewer spills. Improved flow capacity and the habitat benefits of a natural channel bottom would not occur under the No Action Alternative. Temporary impacts including potential disturbance of nesting species, tree and vegetation removal and replacement, and interruption of wildlife movement would not occur.

Cumulative Impacts

Projects that result in significant, project-specific biological impacts are generally considered to also make a significant contribution to corresponding cumulative biological impacts. As such, the proposed project would result in a significant but mitigable contribution to cumulative impacts on riparian trees associated with San Jose Creek.

Required Mitigation Measures

The riparian vegetation mitigation measure (**BIO3**) would also restore the vegetated bank part of the state wetland temporarily disturbed during construction. Because impacts to state wetlands are less than significant, no mitigation measure is required.

BIO1 Red-legged Frog: A qualified monitor shall be present during installation of any water diversions, initial vegetation clearing, and excavation/rock placement work upstream of Hollister Avenue. The monitor will check the area for red-legged frogs prior to the work. If any are found, work would be halted until the frogs leave the work area or until consultation with the USFWS has been completed and authorization for take has been authorized so that they can be relocated upstream to suitable habitat by the monitor.

Plan Requirements & Timing: The requirement for a red-legged frog monitor shall be included on all project plans prior to final approval, and a qualified monitor shall be on site prior to new ground disturbing activities and when any activities that could affect the species take place.

Monitoring: A qualified biological monitor shall be present during the work and will prepare daily monitoring logs of all observations. These logs shall be summarized into a weekly memo-style report.

BIO2 **Trees:** A Native Tree Protection and Replacement Plan shall be prepared by a certified arborist or qualified expert and approved prior to vegetation clearing. All native trees to be removed, except willows which are included in the Riparian Vegetation Protection and Replacement Plan below, will be covered. This plan can be developed as a component of the Landscape Plan.

Plan Requirements & Timing: The Plan shall be completed and approved prior to vegetation clearing and shall minimally include the following elements:

- Details on native trees that would be removed including species, diameter at breast height (DBH), overall health, general location, and reason for removal.

- Details on native trees that the contractor would preserve including species, diameter at breast height (DBH), overall health, general location, and what actions would be taken to preserve each tree (e.g., fencing around the drip line). The project would be designed to minimize damage to existing trees located within the fill area north of Hollister Avenue, by avoiding placement of soil around the trunks and providing adequate drainage.

- A Mitigation Plan to address native trees, excluding those included in the riparian vegetation (see **BIO3**), that would be removed (Table 4). The mitigation plan shall address species, size, source propagules, location, and timing of replacement tree planting. In addition, monitoring, performance criteria, and reporting shall be addressed. All trees removed will be replaced at a 10:1 ratio with the same species removed. Replacement trees will be from local stock, except as allowed in project permits. The Mitigation Plan will include a map of approximate planting locations.

Table 4. Native Tree Replacement

Species	***No. Removed***	***No. Replaced***
Coast live oak	1	10
Sycamore[1]	2 or 3	20 or 30
Note: 1. Actual number would be determined during construction.		

Monitoring: Biological monitors shall be present during vegetation clearing to ensure that tree removal is consistent with the Native Tree Protection and Replacement Plan. Weekly memo-style reports shall be completed with the results of monitoring as recorded on daily monitoring logs.

A restoration specialist shall oversee the planting, maintenance, and monitoring of replacement trees until they have met performance criteria. Monitoring shall occur for a minimum of five years and annual monitoring reports shall be prepared.

BIO3 **Riparian Vegetation:** A Riparian Vegetation Protection and Replacement Plan shall be prepared and approved prior to vegetation clearing. This plan can be developed as a component of the Landscape Plan.

Plan Requirements & Timing: The Plan shall be completed and approved prior to vegetation clearing and shall minimally include the following elements:

- Measures to minimize damage to riparian vegetation including avoidance and cutting riparian vegetation that must be removed, but not excavated, at ground level and covering cut stems with approximately 3-6 inches of native topsoil. Wooden mats will be placed over the fill prior to access by heavy equipment to avoid damage to the cut stems. This technique will increase the likelihood that willows and other riparian vegetation will resprout following construction.

- Eucalyptus trees to be removed within the riparian woodland upstream of the work area shall be clearly marked and checked by a biologist to verify that the trees are not used by monarch butterflies or roosting/nesting raptors. Removal will be performed in a manner that minimizes disturbance to adjacent native riparian vegetation, and native trees will be planted to replace them.

- A Mitigation Plan will be prepared to address native vegetation to be removed. The mitigation plan shall address species, size, source, and timing of replacement planting. In addition, monitoring, performance criteria, and reporting shall be addressed. It is anticipated that replacement planting will be conducted onsite were vegetation was removed. The boulder slope at the upstream end of the new channel walls would provide an excellent location for establishing willows, blackberry, and other riparian vegetation. All native riparian vegetation removed (approximately 0.13 acre) shall be replaced at a 2:1 ratio, as required by the Goleta General Plan, with the same species removed, if feasible. Eucalyptus trees removed will be replaced with native trees appropriate for the sites where the trees are removed. Replacement plants will be from local stock, except as allowed in project permits. The Mitigation Plan will include a map of planting locations.

Monitoring: Biological monitors shall be present during vegetation clearing to ensure that riparian vegetation removal is consistent with the Plan. Weekly memo-style reports shall be completed with the results of monitoring as recorded on daily monitoring logs.

A restoration specialist shall oversee the planting, maintenance, and monitoring of replacement vegetation until they have met the performance criteria. Monitoring shall occur for a minimum of five years, and annual monitoring reports shall be prepared.

BIO4 **Breeding Birds:** The pre-approved Riparian Vegetation Protection and Replacement Plan shall include seasonal constraints on vegetation removal and nesting bird survey specifications to reduce impacts to nesting birds within the work area.

Plan Requirements & Timing: The vegetation clearing timing restrictions and bird survey requirements shall be included on all project plans prior to final approval. The Plan shall be completed and approved prior to vegetation clearing and shall minimally include the following elements:

- Timing of vegetation removal. On the north side of Hollister Avenue, vegetation removal (including eucalyptus trees for biological and flood control mitigation) is recommended to occur during the non-nesting season from August 15 to February 1 to minimize disturbance to nesting birds within the riparian corridor. If vegetation is to be removed within the breeding season, nesting bird surveys will be conducted as described below, and in compliance with permit conditions.

- Nesting bird surveys. If construction activities are scheduled during the nesting season (February 1 through August 15), a qualified biologist shall inspect the area to confirm the absence of nesting birds in the area of direct disturbance and to determine appropriate buffer areas from any nest sites found near the work area. Efforts shall be made to reduce impacts to riparian vegetation wherever feasible. A minimum of a 300-foot buffer shall be applied to raptor nest sites during nesting and fledging (per CE 8.4). The buffer for other species protected under the MBTA shall be established by a qualified biologist and will take into account the species, location of the nest, and potential for disturbance by construction activities.

Monitoring: Biological monitors shall conduct pre-disturbance surveys of the area, determine buffer areas, and be present during vegetation clearing (if vegetation is removed between February 1 and August 15) to ensure that riparian vegetation removal is consistent with the Plan and that predetermined buffer areas between the construction activities and known nests are clearly defined and implemented. Monitors shall have the authority to stop work in the immediate vicinity if a non-compliance event occurs. Weekly memo-style reports shall be completed with the results of monitoring as recorded on daily monitoring logs.

Residual Impact

Mitigation measures included as part of the project would reduce impacts such that residual project-specific and cumulative impacts on Biological Resources would be considered less than significant.

CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				✓	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		✓			

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓	
d. Disturb any human remains, including those interred outside of formal cemeteries?				✓	

Existing Setting

Historical and Archaeological Resources

San Jose Creek in the vicinity of Hollister Avenue Bridge is located within the Barbareño Chumash cultural area, which includes evidence of human occupation dating to over 9,500 years ago. Due to the rich food resources found on land and in the sea, Native American populations grew over time and their organization became more complex.

The proposed project area is located in an area considered to be a highly sensitive zone for archaeological resources. It would have been an ideal location for permanent and semi-permanent settlement adjacent to a source of fresh water and abundant food resources (i.e., birds, foraging animals, and plants) that were known to be hunted and gathered.

A cultural resources record search of relevant archaeological and historic documents was undertaken within the vicinity of the San Jose Creek project to identify existing resources that would be potentially affected by the proposed project. The following provides a summary of those findings.

A record search of the California Historical Resources Information System at the Central Coast Information Center (CCIC) housed at the Department of Anthropology, University of California, Santa Barbara was performed July 11, 2006, to identify recorded investigations and archaeological sites within ½ mile of the Hollister Avenue Bridge over San Jose Creek. Three archaeological studies have been performed within ½ mile of the bridge. One of the studies performed covered the San Jose Creek drainage.

Only one recorded archaeological site is located within ½ mile of the bridge. CA-SBA-2204/H, the 1880 Joseph Sexton house and barn, is located approximately 500 meters (1,640 feet) from the project area.

SAIC archaeologists conducted an intensive archaeological surface survey along both banks of San Jose Creek south of Hollister Avenue on July 11, 2006. Survey was not possible along the banks of San Jose Creek north of Hollister Avenue due to dense vegetation.

An approximately 8-foot wide dirt access road along the top of the eastern bank of San Jose Creek south of Hollister Avenue afforded good (50 to 90 percent) ground surface visibility. The area has been previously impacted by the installation of concrete along the banks and bottom of the creek. During the survey, a few scattered pieces of shell were identified. The shell consisted of small fragments of slightly weathered marine shell, including Venus clam. No dark, organic soil that would indicate an archaeological deposit was noted nor were any other cultural materials (i.e., flaked stone debris, animal bone, ground stone, etc.) observed. Based on the lack of other cultural material and the disturbed nature of the area, the shell fragments are considered non-cultural.

The survey along the western bank of San Jose Creek south of Hollister Avenue examined an approximately 3-foot wide area along the top of the creek bank. Even though portions of the area were covered with asphalt and imported gravel, ground surface visibility was fair (10 to 50 percent). The area has been previously impacted by the installation of concrete along the banks and bottom of the creek. No cultural remains were identified.

Paleontological Resources

The geology of the proposed project area is generally defined by Quaternary age alluvium, encompassing Holocene flood-plain deposits of silt, sand, and gravel. Paleontological resources, including vertebrate and invertebrate fossils, are generally found in sedimentary rock units, such as Pliocene and Pleistocene strata. In southern California, most vertebrate fossils are found in non-marine sedimentary deposits, and exposures of non-marine fossils often occur along incised river terraces or within continental terraces of late Pleistocene age. No paleontological resources are expected within the proposed project area.

Thresholds of Significance

A significant impact on Cultural Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual*.

The City's adopted thresholds indicate that a project would result in a significant impact on a cultural resource if it results in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of such a resource would be materially impaired.

Project Specific Impacts

Proposed Project

a) No historic resources are recorded within the proposed project area, and no historic materials were identified during the intensive surface survey. Therefore, no impacts on historic resources are anticipated.

b) No archaeological resources are recorded within the proposed project area, and no archaeological remains were identified during the intensive surface survey. The proposed project is, however, located in an archaeologically sensitive area due to the presence of a source of freshwater. Therefore, it is possible, though unlikely, that unknown archaeological resources could be encountered during construction. As a result, impacts on archaeological resources would have the potential to be significant.

c) No paleontological resources are expected within the proposed project area.

d) No human remains are recorded or expected within the proposed project area.

"Steel" Bridge Replacement Option

a-d) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

The No Action Alternative would not result in any modifications to San Jose Creek, installation of fish passage structures, or relocation of the sewer line currently suspended under the small metal bridge. The No Action Alternative would leave the proposed project area and vicinity in its current condition. No potential disturbances of unknown archeological remains or artifacts would occur under the No Action Alternative.

Cumulative Impacts

As no archaeological sites are recorded within the proposed project area and the potential for impacts on archaeological resources is unlikely, the proposed project's contribution to cumulative impacts on Cultural Resources would be less than significant.

Required Mitigation Measures

Even though no recorded archaeological resources are present within the proposed project area, it is located in an archaeologically sensitive area. The following would be implemented in the unlikely event that unknown archaeological remains are encountered during project construction.

ARCH1 Onsite monitoring by a qualified archeologist and appropriate Native American observer shall occur during all grading, excavation, and site preparation that involves earth moving operations. In the unlikely event archaeological remains or cultural resources are encountered during construction in the proposed project area, work shall be stopped immediately or redirected and the City shall be notified. A qualified archaeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition. Disposition would be determined by the City in conjunction with the affected Native American nation.

Plan Requirements & Timing: This condition shall be printed on all plans prior to LUP approval.

Monitoring: City staff shall periodically perform site inspections to verify compliance.

Residual Impact

With implementation of this mitigation measure, residual project-specific impacts on Cultural Resources would be less than significant.

GEOLOGY & SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓	
b. Strong seismic ground shaking?				✓	
c. Seismic-related ground failure, including liquefaction?				✓	
d. Landslides?				✓	
e. Result in substantial soil erosion or the loss of topsoil?		✓			
f. 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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?				✓	
g. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
h. 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?				✓	

Existing Setting

The project area is located within the broad, flat alluvial plain of the Goleta Valley. This alluvial plain generally slopes from all directions into Goleta Slough, which is located to the southwest of the project area. San Jose Creek flows southwest to the Pacific Ocean, with the elevation of the proposed project area at approximately 35 feet above mean sea level. Problems related to liquefaction hazards and compressible/expansive soils are present; however, the project area is generally flat-lying and not subject to slope-related geologic hazards. Liquefaction involves the complete loss of shear strength of a saturated sandy soil during an earthquake. Compressible soils occur in fine-grained, organic-rich sediments deposited in marshy areas such as the historic Goleta Slough. These deposits can consolidate and cause settlement when surcharged with fill or structural loads such as buildings. Expansive soils are subject to repeated shrinking and swelling and could cause cracking of foundations and other structural problems.

The project area, like the entire Central Coast of California, is located in an area known for increased seismic activity, due to the presence of numerous local and regional faults. Several faults are present in the vicinity of the project area including the More Ranch, Glenn Annie, and Carneros faults. None are considered active by the California Division of Mines and Geology (CDMG) or subject to an Alquist-Priolo Special Studies Zone; however, the Santa Barbara County Seismic Safety and Safety Element considers the More Ranch fault (5.8 maximum credible earthquake [Richter Scale]) active based on surface evidence of a geologically recent fault scarp (County of Santa Barbara 1979). The More Ranch fault is the closest recognized fault to the project area, at approximately ¾ mile to the south.

Thresholds of Significance

A significant impact on Geology & Soils would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual*.

The City's adopted thresholds indicate that a proposed project would result in a potentially significant impact on geological processes if the project, and/or implementation of required mitigation measures, could result in increased erosion, landslides, soil creep, mudslides, and/or unstable slopes. In addition, impacts are considered significant if the project would expose people and/or structures to major geological hazards such as earthquakes, seismic related ground failure, or expansive soils capable of creating a significant risk to life and property.

Project Specific Impacts

Proposed Project

a-d) No Alquist-Priolo mapped earthquake faults or zones occur within the City of Goleta (City of Goleta 2006). Liquefaction is a state of almost complete failure of saturated sandy soil due to seismic shaking. Areas most susceptible to liquefaction include low lying areas where groundwater comes close to the surface (adjacent to rivers, creeks, beaches, and estuaries). As a result, there is a limited potential for liquefaction to occur near the proposed project area due to the proximity to San Jose Creek. However, the proposed project would be constructed following the California Building Code, which assesses and addresses liquefaction and other seismically induced hazards. Additionally, no habitable structures are included as part of the project, and the hazard to life resulting from the proposed project is considered minimal. Therefore, impacts would be less than significant.

Due to the flat topography of the project site the potential for the occurrence of landslides is minimal, and the project site is not located in an identified landslide hazard area (City of Goleta 2006). Such potential geological hazards are considered less than significant.

e) The proposed project would occur within San Jose Creek and would involve some earth moving during construction. In general, existing concrete structures would be removed and replaced with new concrete structures, and no new source for sedimentation would be created. About 50 feet of the bank just upstream of Hollister Avenue would be covered in rock and planted with native vegetation. However, erosion and loss of sediment could occur during construction. Mitigation to address such potentially significant geologic impacts is discussed in detail under Hydrology & Water Resources below. As a result, impacts would have the potential to be significant.

f,g) Soil and geologic conditions onsite are not of the type that pose a significant potential for becoming unstable as a result of project implementation or potentially resulting in onsite or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse. Additionally, no habitable structures are proposed as part of the project. Soils onsite are not sufficiently expansive to pose a substantial risk to life or property. Such potential impacts are considered less than significant.

h) The project does not involve the construction of septic systems; therefore, no such impacts would occur as a result of the project.

"Steel" Bridge Replacement Option

a-h) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

No changes would occur to the existing concrete lining of San Jose Creek, and the sewer line on the small metal bridge would not be replaced under the No Action Alternative. Geologic processes would not be triggered or accelerated, and impacts due to seismicity would remain the same. Therefore, no impacts on geological processes would occur.

Cumulative Impacts

Projects that result in significant, project-specific impacts to Geology & Soils are generally considered to also make a significant contribution to corresponding cumulative impacts. As such, the proposed project would result in a significant but mitigable contribution to cumulative impacts related to erosion.

Required/Recommended Mitigation Measures

Mitigation measures to address erosion and sedimentation are described under the discussion of Hydrology & Water Resources. No other mitigation measures are required or recommended for project impacts on geologic processes and soil resources.

Residual Impact

With implementation of the mitigation measures noted above, residual project-specific and cumulative impacts on Geology & Soils would be considered less than significant.

HAZARDS & HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓			
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓			
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓	
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓	
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓	

<u>Existing Setting</u>

Several automotive-related businesses that handle hazardous waste are present within the project vicinity. The Environmental Protection Agency (EPA) regulates facilities that handle materials designated as hazardous wastes near the project site (e.g., HEI MAC Motors, Toyota of Santa

Barbara, World Oil Co., and Santa Barbra Honda). None of the regulated hazardous waste facilities have reported toxic releases, active or archived Superfund reports, air emission releases, or permitted discharges to water. However, leaking underground fuel tanks were present approximately 100 feet east of San Jose Creek (formerly Goleta Exxon), just south of Hollister Avenue. The tanks have been removed, but contaminated soils (elevated total petroleum hydrocarbons [TPH] and benzene, toluene, ethyl-benzene, and xylenes [BTEX]) are present in the area, based on a site assessment completed in 2005. The County of Santa Barbara is currently regulating the cleanup process at this location.

The presence of other hazards and hazardous materials would be limited to those typically present for construction projects.

Thresholds of Significance

A significant impact with regard to Hazards & Hazardous Materials would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual*.

The City's adopted thresholds address public safety impacts resulting from involuntary exposure to hazardous materials. These thresholds focus on activities that include the installation or modification to facilities that handle hazardous materials, transportation of hazardous materials, or non-hazardous land uses in proximity to hazardous facilities. Since the proposed project is not a hazardous materials facility, the City's risk based thresholds are not particularly applicable. However, for the purposes of this analysis the proposed project would be considered to pose a significant impact if it results in the exposure of people to a variety of hazards or hazardous materials as listed above.

Project Specific Impacts

Proposed Project

a,b) The proposed channel modifications and fish passage structures would involve the routine transport, use, and disposal of hazardous materials. Typical construction activities include the use of fuels, lubricants, and other materials associated with construction equipment and construction activities. Use of these substances would have the potential for significant impacts due to the possibility of accidental release into the environment.

The known existence of contaminated soils in the project vicinity would result in the potential for encountering elevated TPH/BTEX-contaminated soils during project construction. The property owner is responsible for the cleanup of contaminated soils and is currently working with the City of Goleta and the County of Santa Barbara through the Leaking Underground Fuel Tank (LUFT) program. Cleanup of contaminated soils is not part of the proposed project. However, if construction associated with the proposed project occurs prior to remediation of the contaminated soils, the County of Santa Barbara would require the property owner to excavate the contaminated soils before or in conjunction with the proposed project. As a result, encountering known contaminated soil during project construction would have the potential for significant impacts.

c) No existing or proposed schools are located within one-quarter mile of the project site.

d) No recorded federal Superfund sites, state response sites, voluntary cleanup sites, or school cleanup sites are located within the project vicinity (DTSC 2008).

e,f) Although the project site does lie within two miles of the Santa Barbara Municipal Airport, it is located to the north-east of the main runway Approach Zone and well east of the secondary N/S runway approach zone. As such, the proposed project poses no safety risk or hazard resulting from its proximity to the airport for employees, residents, or visitors to the mixed use commercial center. No private airports or airstrips are present in the project vicinity.

g,h) The proposed project would not interfere with any adopted emergency response plan or emergency evacuation plan. Due to its location within the urban core of the City the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

"Steel" Bridge Replacement Option

a-h) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

No impacts associated with Hazards or Hazardous Materials would occur under the No Action Alternative.

Cumulative Impacts

Projects that result in significant, project-specific impacts due to hazardous materials are generally considered to also make a significant contribution to corresponding cumulative impacts. Although unlikely, the proposed project could result in a significant but mitigable contribution to cumulative impacts through use of hazardous materials during project construction and the potential for encountering contaminated soils.

Required Mitigation Measures

HAZ1 **Contaminated Soils:** Unless otherwise authorized by the City of Goleta and Santa Barbara County Fire Protection Services District, contaminated soils or contamination within the project construction footprint shall be remediated prior to or during subsurface construction activities. Remediation shall occur in compliance with local, state, and federal regulations and as directed by the Santa Barbara County Fire Protection District, Santa Barbara County LUFT Program, and/or Regional Water Quality Control Board, including but not limited to the presence of a regulatory monitor, specific handling or disposal of contaminated materials, and/or soil testing. Soil remediation shall be completed such that contamination levels are below health screening levels established by Office of Environmental Health Hazard Assessment (OEHHA) and/or applicable action levels established by the lead regulatory agency with jurisdiction over the remediation. Additionally, only clean soil shall be used as backfill.

Mitigation measure **WQ1** would also apply.

Plan Requirements & Timing: The City of Goleta, Santa Barbara County LUFT Program official, and Santa Barbara County Fire Protection Service District shall coordinate and develop specific timing and remediation actions prior to project construction.

Residual Impact

Residual project-specific and cumulative Hazards & Hazardous Materials impacts would be less than significant with implementation of Mitigation Measure **HAZ1** and **WQ1**.

HYDROLOGY & WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Violate any water quality standards or waste discharge requirements?		✓			
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or offsite?		✓			

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?			✓		
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓		
f. Otherwise substantially degrade water quality?			✓		
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓	
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓	
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓	
j. Inundation by seiche, tsunami, or mudflow?			✓		

Existing Setting

San Jose Creek is the subject of the proposed project. The creek flows approximately 9 miles from its headwaters to the Pacific Ocean and drains approximately 6,080 acres (City of Goleta 2006). Creek flows correlate strongly with rainfall because of the short flow distance and the steep gradient of many reaches. The creek is channeled downstream of the Hollister Avenue Bridge with concrete banks and bottom.

Runoff to San Jose Creek comes from undeveloped areas, agriculture, and urban and industrial development in the watershed. Storm water quality is generally affected by the length of time since last rainfall, rainfall intensity, urban uses of the area, and the quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations, oil and grease residues, fertilizer/pesticide uses, human/animal littering, careless material storage and handling, and poor property management. The majority of pollutant loads are usually washed away during the first flush of the storm occurring after the dry-season period.

As previously mentioned under Hazards and Hazardous Materials, leaking underground fuel tanks were present approximately 100 feet east of San Jose Creek (formerly Goleta Exxon), just south of Hollister Avenue. The tanks have been removed, but contaminated soils (elevated TPH and BTEX) are present in the area and were mapped and evaluated in 2005. The County of Santa Barbara Fire Protection Services District is currently regulating the cleanup process at this location.

The project area is located just north of the Potential Tsunami Runup Area, and is located within the 100-year floodplain, as defined by the City of Goleta General Plan Safety Element (City of Goleta 2006). Only one tsunami has been well documented (1927), and only one other event (1812) is noted in records for the area (although poorly documented).

Thresholds of Significance

A significant impact on Hydrology & Water Quality would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual*.

The City's adopted thresholds, indicate that a significant impact on hydrology and water resources would occur if a project would result in a substantial alteration of existing drainage patterns; alter the course of a stream or river; increase the rate of surface runoff to the extent that flooding, including increased erosion or sedimentation, occurs; create or contribute to runoff volumes exceed existing or planned stormwater runoff facilities; or substantially degrade water quality.

Project Specific Impacts

Proposed Project

a) The proposed project could potentially result in wastewater discharge that violates state or federal water quality standards and requires Wastewater Discharge Requirements (WDRs) from the RWCQB. As discussed for Hazardous and Hazardous Materials, soils in the project area have been adversely impacted by petroleum hydrocarbons as a result of USTs at a former service station, located east of the site. Shallow groundwater may similarly be affected. In the event that dewatering is required during project construction, petroleum hydrocarbon-impacted groundwater may be pumped from the subsurface. In the absence of mitigation, impacts would be potentially significant.

In addition, typical construction activities involve the use of fuels, lubricants, and other materials associated with construction equipment. Construction activities could adversely affect surface water quality if improperly used or stored at the project site. Although unlikely, use of these construction materials and pouring concrete would have the potential to result in short-term exceedances of water quality standards, a significant but mitigable impact.

b) Groundwater supplies would not be reduced by the proposed project. Although the existing channel would be modified to increase flow capacity and improve fish passage, the footprint of impervious surfaces would increase very little. As a result, no impacts on groundwater supplies would occur. No groundwater wells are included as part of the proposed project and existing percolation rates would not be affected because the existing channel is concrete lined. Possible construction-related dewatering wells would temporarily pump shallow groundwater from site, resulting in negligible impacts to groundwater supplies in the area.

c) The proposed project would increase the capacity of the Creek through the widening and modification of the channel geometry, lowering the banks downstream of the widened area, and installation of a low flood wall where the banks are lowered; however, the project would not substantially alter the drainage pattern of the existing creek. If rain occurs during construction activities, the project site could generate a substantial amount of sediment in stormwater runoff as a result of site erosion. Runoff from disturbed soils on the north side of Hollister Avenue could also occur until the soils are stabilized with vegetation (post-construction runoff). Extending the concrete channel lining on the east side of the creek where bare dirt is currently present would decrease the runoff of sediment from that area. Any increase in the discharge of sediment laden runoff from the project site would be temporary and associated with construction activities only. As a result, impacts have the potential to be significant.

d,g-i) The project would increase the capacity of the existing San Jose Creek drainage to prevent flooding of structures by the 100-year flood flow (see Figure 2 in Attachment A). Although the project would alter San Jose Creek at the Hollister Avenue Bridge (modify the channel design to increase capacity), results of the project would decrease the flooding potential and would have a beneficial impact on flooding in Old Town Goleta. The proposed project does not include any housing development within the 100-year floodplain. Since the proposed project would increase flood flow capacity within the existing channel, it would provide flood protection for existing structures located adjacent to the creek banks.

The proposed channel alterations are designed to accommodate flows without impeding water movement within the channel. A flood control maintenance plan would be developed with the Santa Barbara County Flood Control District to ensure the channel remains free of debris that could back up stormwater flowing down the channel. As a result, impacts would be less than significant.

e,f) Runoff from the Hollister Avenue bridge and via storm drains in the project area would not be altered with implementation of the project. Runoff from the existing bridge and surrounding areas would continue to contain roadway pollutants (e.g., oil, trash, sediment, etc).

Similar to impacts discussed under Hazards and Hazardous Materials, the known existence of contaminated soils would result in the potential to encounter elevated TPH/BTEX-contaminated soils during project construction. Potential surface runoff in contact with petroleum contaminated soils could result in adverse surface water quality impacts. The property owner is responsible for the cleanup of contaminated soils and is currently working with the City of Goleta and the County of Santa Barbara through the LUFT Program. Cleanup of contaminated soils is not part of the proposed project; however, if construction associated with the proposed project occurs prior to remediation of the contaminated soils, the County of Santa Barbara would require the property owner to excavate the soils before or in conjunction with the proposed project. As a result, encountering known contaminated soil during project construction would have the potential for significant impacts to surface water quality.

j) The project proposes to improve existing concrete channelization of a small section of San Jose Creek. No new additional habitable structures are proposed. The project area is located just north of the Potential Tsunami Runup Area, as identified in the City of Goleta General Plan Safety Element (City of Goleta 2006). Additionally, no aspect of the proposed project would increase the potential for tsunamis or mud flows. Based on the very low frequency of previously recorded tsunamis as well as the limited potential for tsunamis of large height in this area, potential risks posed by future tsunamis on property and people in the vicinity of the project site are considered less than significant.

"Steel" Bridge Replacement Option

a-j) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

The purpose of the proposed project is to eliminate the flood hazard that currently exists in Old Town Goleta in the vicinity of Hollister and Kellogg avenues. Under the No Action Alternative, the proposed improvements to drainage associated with San Jose Creek would not occur, and the project vicinity would continue to be susceptible to flooding associated with flood events below the 100-year flood event level.

<u>Cumulative Impacts</u>

Projects that result in significant, project-specific hydrology and water quality impacts are generally considered to also make a significant contribution to corresponding cumulative impacts. As such, the proposed project would have the potential to result in a significant contribution to impacts on water quality associated with San Jose Creek.

<u>Required Mitigation Measures</u>

The proposed construction activities could cause a temporary increase in on-site erosion, potential runoff of petroleum hydrocarbon-contaminated surface water, and potential discharge of contaminated shallow groundwater. Significant construction water quality impacts would be avoided by the water quality protection measures in the General Construction

Stormwater Permit required by the State Water Resources Control Board. Additional water quality protection measures for construction- and operation-related impacts are provided in Mitigation Measures **WQ1** and **WQ2**.

WQ1 The Storm Water Pollution Prevention Plan (SWPPP) to be prepared under the provisions of a Construction General Storm Water Permit shall specifically include measures to: (1) prevent erosion and sediment runoff from the construction site and from the post-construction site that could cause sedimentation in the creek or Goleta Slough; and (2) prevent discharge of construction materials, contaminants, washings, concrete, fuels, and oils to the creek. These measures shall include, at a minimum, physical devices to prevent sedimentation and discharges (e.g., silt fencing, straw bales), and routine monitoring of these devices and revegetation of disturbed soils that would remain exposed after construction. BMPs shall be developed and implemented based on the following guidance manuals: California Storm Water Best Management Practice Handbook (Stormwater Quality Task Force 1993) and Caltrans Storm Water Quality Handbook – Construction Contractor's Guide and Specifications (Caltrans 1997). Types of BMPs that would be implemented as appropriate to site conditions include:

Stockpile Management BMPs

- Include silt fencing, straw logs, or straw bales around the base of all stockpiles to intercept sediment and inhibit the flow of sediment-laden runoff from the stockpiles.
- Use soil binders or other cover on stockpiles to reduce runoff of sediments.

Grading and Filling BMPs

- Place silt fences, straw logs, or straw bales around areas to be graded, especially cut and fill slopes, to intercept any loose material that could erode and enter the creek during construction.
- Use soil binders, temporary mulches, or erosion control blankets or hydroseeding for temporarily bare slopes that would be exposed to wind and water erosion prior to beginning work and immediately after work.
- Revegetate disturbed soils that would remain after construction (can be part of the Landscape Plan).
- Stabilize construction entrances to the project site with gravel. This would help prevent sediment tracking from the construction area to paved roads.

Dewatering BMPs

- If dewatering is required, install sediment controls (either a sediment trap or sediment basin) to collect water from any dewatering operations. Filter out sediment from the sediment trap or sediment basin using a sump pit and perforated or silt standpipe with holes and wrapped in filter material.

Waste Management BMPs

- Properly maintained (offsite) all construction vehicles and equipment that enter the construction and grading areas to prevent leaks of fuel, oil, and other vehicle fluids. Vehicles working in the creek bed shall be inspected daily for leaks and immediately repaired if any are found.

- Conduct equipment and vehicle fueling off-site. If refueling is required at the project site, it shall be done within a bermed area with an impervious surface to collect spilled fluids.

- Prepare a spill prevention/spill response plan for the project site that includes training, equipment, and procedures to address spills from equipment, stored fluids, and other materials.

- Place all stored fuel, lubricants, paints, and other construction liquids in secured and covered containers within a bermed area.

- Conduct any mixing and storage of concrete and mortar in contained areas.

- Ensure that all equipment washing and major maintenance is prohibited at the project site, except for washdown of vehicles to remove dirt, which must only occur in a bermed area.

- Remove all refuse and excess material from the site as soon as possible.

WQ2 Any project-related dewatering activities shall either discharge into the sanitary sewer, under permit with Goleta Sanitary District, or comply with the National Pollutant Discharge Elimination System (NPDES) permit regulations and an associated SWPPP regarding discharge into storm drains and/or directly into San Jose Creek. Such permit requirements typically include on-site treatment to remove pollutants prior to discharge. Effluent analyses should include, but not be limited to, TPH and BTEX. Alternatively, the water shall be temporarily stored onsite in holding tanks, pending off-site disposal at a disposal facility approved by the RWQCB. An NPDES-mandated SWPPP shall include measures ensuring that potential pollutant-contaminated waters encountered during excavation would be isolated and collected for transportation to a hazardous waste treatment facility prior to their discharge into the storm drain system or directly into San Jose Creek. Mitigation measure **HAZ1** would also apply

Plan Requirements & Timing: Requirements for BMPs to prevent pollution of the creek shall be included in construction contract documents and on all plans. The project-specific SWPPP and NPDES permit shall be reviewed and approved by the City of Goleta or their designated representative prior to submittal to the Regional Water Quality Control Board.

Monitoring: Vehicle inspections for leaks shall be performed daily by the on-site construction management personnel or environmental monitor. Daily monitoring logs shall be kept to record these inspections and any remedial actions taken, and weekly summaries shall be submitted to the City.

Residual Impact

Residual project-specific and cumulative Hydrology & Water Quality impacts would be considered less than significant.

LAND USE & PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Physically divide an established community?				✓	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for purpose of avoiding or mitigating an environmental effect?		✓			
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓	

Existing Setting

The project area includes two improved roadways (Hollister Avenue and Kellogg Avenue) as well as developed and undeveloped land within the City of Goleta. The project vicinity contains a range of commercial, vacant, residential, and accompanying land use/zoning designations. The City of Goleta General Plan designates the following land uses adjacent to the site: multiple family, offices, industrial, and commercial. Zoning to the north and east of the Hollister Avenue Bridge is multiple family/commercial; zoning to the south and west of the bridge is commercial/offices.

Thresholds of Significance

A significant Land Use & Planning impact would be expected to occur if the proposed project resulted in any of the impacts noted in the checklist above.

Project Specific Impacts

Impacts presented below would predominately occur outside of the Coastal Zone and be associated with the replacement of the Hollister Avenue Bridge and restoration of the native areas of San Jose Creek. Parts of the project that would occur along Kellogg Avenue, including a portion of the low retaining wall and safety fence, would occur within the Coastal Zone boundary (Coastal Zone boundary is approximately 1,900 feet south of the Hollister Avenue Bridge (see Sheets 2-5 in Attachment A).

Proposed Project

a) The proposed project would not physically divide any established community. Therefore, no impact would occur.

b) The land surrounding the project site is zoned multiple family/commercial to the north and east; and commercial/offices to the south and west. Channel alterations would improve flood control and follow all applicable regulations including regulations by CDFG for alteration of streambeds.

   As stated under Biological Resources, the site has been designated an Environmentally Sensitive Habitat in the City of Goleta General Plan. However, flood improvements are generally permitted in ESHA where there is no feasible, less-environmentally damaging alternative and where mitigation measures would avoid or lessen impact to the maximum extent feasible. As a result, impacts would have the potential to be significant but mitigable.

c) There are no habitat or natural community conservation plans covering the property in the vicinity of the project site nor would the proposed project conflict with any other such plans in the City of Goleta. Therefore, no impact would occur.

"Steel" Bridge Replacement Option

a-c) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

The proposed project is identified as a capital improvements project in the City of Goleta General Plan (2006) to reduce flooding in Old Town. Under the No Action Alternative, the proposed project would not occur, and the existing flood conditions would be inconsistent with Safety Element Policy SE 6.8 and Implementation Action IA-2 (City of Goleta 2006).

Cumulative Impacts

Projects that result in significant, project-specific land use and planning impacts are generally considered to also make a significant contribution to corresponding cumulative impacts. As such, the proposed project would result in a significant but mitigable contribution to cumulative impacts related to compliance with ESHA policies as discussed under Biological Resources. The project's contribution to other cumulative land use and planning impacts would be less than significant because the project would not change any existing land uses, conflict with any land use plan, or permanently conflict with any policy (except ESHA as noted above) or regulation of an agency with jurisdiction over the project. Additionally, the project would address

Implementation Action (IA-2) as presented in the General Plan to reduce flooding in the project vicinity.

Required/Recommended Mitigation Measures

Mitigation measures to address Biological Resources as identified in this document would address policy and ordinance inconsistencies noted above for ESHA. No additional mitigation measures are either required or recommended.

Residual Impact

With implementation of the Biological Resources mitigation measures, residual project and cumulative impacts on Land Use & Planning, would be less than significant.

MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✓	
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				✓	

Existing Setting

There are no known mineral resources of any significance onsite.

Thresholds of Significance

A significant impact on Mineral Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the checklist above.

Project Specific Impacts

Proposed Project

a,b) The proposed project would not result in the loss or availability of any known mineral resource or identified resource recovery site. No impacts would occur.

"Steel" Bridge Replacement Option

a,b) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

No impacts associated with Mineral Resources would occur associated with the No Action Alternative.

Cumulative Impacts

The no cumulative loss of mineral resources or resource recovery sites would occur as a result of the project.

Required/Recommended Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

The proposed project would not result in any residual impacts on Mineral Resources.

NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓			
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓		
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				✓	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓		
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓	

Existing Setting

Noise is defined as unwanted or objectionable sound. The measurement of sound takes into account three variables; 1) magnitude, 2) frequency, and 3) duration. Magnitude is the measure of a sound's "loudness" and is expressed in decibels (dB) on a logarithmic scale. Decibel levels diminish (attenuate) as the distance from the noise source increases. For instance, the attenuation rate for a point noise source is 6 dB every time the distance from the source is doubled. For linear sources such as Highway 101 or the railroad tracks, the attenuation is 3 dB for each doubling of distance from the source.

The frequency of a sound relates to the number of times per second the sound vibrates. One vibration/second equals one hertz (Hz). Normal human hearing can detect sounds ranging from 20 HZ to 20,000 Hz.

Duration is a measure of the time that a noise receptor is exposed to the noise. Because noise levels in any given location fluctuate during the day, it is necessary to quantify the level of variation to accurately describe the noise environment. One of the best measures to describe the noise environment is the Community Noise Equivalent Level or CNEL. CNEL is a noise index that attempts to take into account differences in the intrusiveness of noise between daytime hours and nighttime hours. Specifically, CNEL weights average noise levels at different times of the day as follows:

Daytime—7 am to 7 pm	Weighting Factor = 1 dB
Evening—7 pm to 10 pm	Weighting Factor = 5 dB
Nighttime—10 pm to 7 am	Weighting Factor = 10 dB

Sensitive noise receptors are defined as users or types of uses that are interrupted (rather than merely annoyed) by relatively low levels of noise. These can include residential neighborhoods, schools, libraries, hospitals and rest homes, auditoriums, certain open space areas, and public assembly places. The sensitive noise receptors located within the vicinity of the project site include the Goleta Valley Community Center, Saint Raphael's Church and K-8 School, and various residences, which are all located within approximately 1,000 feet of the project site.

The project site lies within the 60 – 70 dBA CNEL roadway noise contour of the City and just outside of the City's 60 dBA CNEL airport/railway noise contour. Noise exposure contours map points of equal average noise levels in the same way that topographic contours are used to map points of equal elevation. The primary sources of noise in the area are vehicular traffic on Hollister and Fairview avenues, including the Fairview/Highway 101 interchange, aircraft operations at the Santa Barbara Municipal Airport, neighboring commercial operations such as the adjacent tire store, and to a lesser extent rail traffic along the railroad and golf course operations/maintenance at the neighboring Twin Lakes Golf Course.

Thresholds of Significance

A significant impact on Noise would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual*. The City's adopted thresholds indicate that outdoor noise exposure in excess of 65 dB CNEL and/or interior noise exposure in excess of 45 dB CNEL are considered to pose significant noise impacts on sensitive receptors.

Project Specific Impacts

Approximately half of the project activities would occur within the Coastal Zone. Channel modifications, removal of the secondary-use steel bridge, installation of boulders and willow cuttings along the banks of the creek near Hollister Avenue Bridge, installation of fish passage structures, and restoration of the native areas of San Jose Creek disturbed by the proposed project would occur outside of the Coastal Zone. Downstream channel modifications, including installation of a low flow channel and fish passage structures, and placement of a safety fence and low lying flood wall would occur within the Coastal Zone boundary (Coastal Zone boundary is approximately 1,900 feet south of the Hollister Avenue Bridge [see Sheets 2-5 in Attachment A]).

Proposed Project

a) The project site lies within the 60 – 70 dBA CNEL roadway noise contour of the City and just outside of the City's 60 dBA CNEL airport/railway noise contour. This is due primarily to the project's proximity to the transportation noise corridors of Hollister/Fairview, Highway 101, Southern Pacific Railroad, and Santa Barbara Municipal Airport. Although the City's 65 dB CNEL exterior noise threshold for sensitive receptors is not exceeded at this location, ambient noise levels are high in the area and could exceed the 45 dBA indoor threshold. The proposed project would temporarily generate noise during construction that would add to the existing levels, and this is evaluated below. As a result, this impact would have the potential to be significant.

b) Construction activities related to concrete removal and new concrete wall/bed construction would increase the exposure of persons to groundborne vibration and associated construction noise. This would occur generally as a result of the concrete removal. The concrete to be removed is relatively thin (mostly less than 6 inches thick) so the vibration and noise associated with the removal would be less than for removal of thicker concrete structures. The increase in ground vibration would occur over short periods of time (when the removal equipment is running). Because the vibrations would generally be minor and the effects temporary, impacts resulting from excessive vibration and groundborne noise would be less than significant.

c) Once construction is complete, no new noise would be generated as a result of the project. Therefore, there would not be a permanent increase in ambient noise levels in the project vicinity above levels existing without the project, and no impacts would occur.

d) The proposed project would create a short-term impact in terms of construction noise, which could temporarily exceed the noise standards for the City of Goleta. Sensitive receptors, including nearby residences, the Goleta Valley Community Center, and Saint Raphael's Church and K-8 School would be impacted by this temporary increase in noise. Noise generated by construction equipment, including trucks, graders, and other associated equipment can reach high levels, and impacts have the potential to be significant. This construction noise would be temporary, and work would abide by the County and City Noise Ordinances and thresholds of significance. However, impacts associated with short-term construction would have the potential to be significant.

e) Although the project site does lie within the area of influence of the Santa Barbara Municipal Airport as defined by the Santa Barbara County Airport Land Use Plan, the project site lies outside of the 60-70 dBA noise contours. As such, noise impacts from airport operations on the proposed project would be considered less than significant.

f) There are no private airports or airstrips in the vicinity of the project site. No impacts are anticipated as a result of this project.

"Steel" Bridge Replacement Option

a-e) Impacts associated with the "steel" bridge replacement option would be essentially the same as those described under the proposed project. The duration of construction noise, however, may be slightly longer as a result of replacing the "steel" bridge rather than just removing it.

No Action Alternative

The No Action Alternative would not modify the existing concrete channel or relocate the sewer line currently suspended under the small metal bridge. The No Action Alternative would leave the proposed project area and vicinity in its current condition. Under the No Action Alternative, the ambient noise levels in the vicinity of the proposed project would not increase associated with construction activities, and as a result no impacts would occur.

Cumulative Impacts

Projects that result in significant, project-specific noise are generally considered to also make a significant contribution to corresponding cumulative impacts. As such, the proposed project would have the potential to result in a significant but mitigable contribution to impacts on noise during construction. Due to the temporary nature of construction noise impacts, no cumulative long-term noise impacts would result from the project.

Required Mitigation Measure

Mitigation Measure **N1** would mitigate the potential impacts to less than significant as the General Plan Noise Element Policy 6.4 considers construction-related noise to be mitigated if construction activities are limited to weekdays between the hours of 8:00 a.m. and 5:00 p.m. In addition, Mitigation Measure **N2** would ensure that all construction equipment would have sound-control devices.

The following measures are required to ensure that noise impacts would be less than significant.

N1 Construction activities for the proposed project shall be limited to weekdays between the hours of 8:00 a.m. and 5:00 p.m., in accordance with the City of Goleta General Plan Noise Element Policy 6.4.

Plan Requirements & Timing*:* The timing restriction for large equipment shall be shown on plans and included in permit applications.

Monitoring*:* The City shall verify compliance throughout project construction.

N2 All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.

Plan Requirements & Timing*:* The requirement for maintained sound-control devices on construction equipment shall be included on the grading plan, and approved by the City prior to approval of the Land Use Clearance. Sound-control devices shall be used on construction equipment throughout construction activities.

Monitoring*:* The City shall verify compliance throughout project construction.

Residual Impact

Residual project-specific and short-term cumulative Noise impacts would be less than significant with the incorporation of mitigation measures **N1** and **N2**.

POPULATION & HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓	

Existing Setting

The project site lies within an area that is commercial and industrial in nature. Residential neighborhoods are present in the surrounding area, but they are not directly adjacent to the project site.

Thresholds of Significance

A significant impact on Population & Housing would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

Project Specific Impacts

Proposed Project

a) The channel modifications would serve to accommodate a greater volume of flow within the existing San Jose Creek channel and allow fish passage. These improvements would not directly or indirectly induce population growth.

b,c) The proposed project would not displace any existing housing units or require the displacement of any people thereby necessitating the construction of replacement housing. No such impacts would occur.

"Steel" Bridge Replacement Option

a-c) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

No impacts associated with Population & Housing would occur under the No Action Alternative.

Cumulative Impacts

No cumulative impacts to population or housing would occur.

Required/ Recommended Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

No residual impacts would occur for population or housing.

PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
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 these public services:					
a. fire protection?				✓	
b. police protection?				✓	
c. schools?				✓	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
d. parks?				✓	
e. other public facilities?				✓	

Existing Setting

The City of Goleta provides police protection in the project area, and the County of Santa Barbara provides fire protection. No schools or parks are located adjacent to the project site.

Thresholds of Significance

A significant impact on Public Services would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

Project Specific Impacts

Proposed Project

a-e) The proposed project would not physically impact any existing public services within the project vicinity; nor would it indirectly result in the need for an increased capacity, amount, or requirement for public services.

"Steel" Bridge Replacement Option

a-e) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

No impacts associated with Public Services would occur under the No Action Alternative.

Cumulative Impacts

The proposed project would not contribute to cumulative impacts on fire or police protective services or the demand for parks and other public facilities and services.

Required/Recommended Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

No residual project-specific and cumulative impacts on Public Services would occur.

RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See 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?				✓	
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?				✓	

Existing Setting

The Old Town Goleta neighborhood has a population of over 4,000 people with only one 0.14-acre pocket park on Nectarine Avenue located three blocks east of the project site and north of Hollister Avenue. Additional active recreational facilities available to residents and employees of Old Town include playing fields at St. Raphael's School and the Goleta Boys & Girls Club/Community Center, both east of the project site on Hollister Avenue. In addition, the City's 10 public parks, 4 private parks, and 20 public open space areas comprise a total of 523 acres, which equate to approximately 18 acres per thousand residents. The three larger City-owned regional open space preserves, the Sperling Preserve, Santa Barbara Shores Park, and Lake Los Carneros Natural & Historical Preserve collectively account for 363 acres of that total. Approximately 40 percent of the City's two miles of Pacific shoreline is held in City ownership. Together with the neighborhood open space areas, these preserves provide many opportunities for passive recreation activities and enjoyment of natural areas. Areas specifically developed for active recreational uses however are less abundant with about 3 acres of land per thousand residents. The City's single recreation center, the Goleta Valley Community Center, is insufficient to fulfill all the needs of community groups and residents. Although privately owned and managed, Girsh Park provides much-needed facilities for active recreation, but there remains a shortage of public facilities for active recreation such as sports fields, tennis courts, swimming pools, and dedicated trails.

Thresholds of Significance

A significant impact on Recreation would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

Project Specific Impacts

Proposed Project

a) The proposed channel modifications would not cause an increased need for recreational facilities in the area. A bike lane on Hollister Avenue would not be removed or permanently affected, and signs would direct bikers to an alternate route or detour during construction phases, if necessary.

b) No recreational facilities are proposed or required. As such, no environmental impacts would occur as a result of recreational facility construction associated with the proposed project.

"Steel" Bridge Replacement Option

a,b) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

No impacts associated with Recreation would occur under the No Action Alternative.

Cumulative Impacts

The proposed project would not contribute to cumulative impacts to recreation in the area.

Required/Recommended Mitigation Measures

No recreational impact mitigation measures are required or recommended.

Residual Impact

No residual impact would result from the proposed project.

TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			✓		
b. Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?			✓		
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓			
e. Result in inadequate emergency access?			✓		
f. Result in inadequate parking capacity?				✓	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓	

Existing Setting

The proposed project would affect both Hollister Avenue at the bridge over San Jose Creek and Kellogg Avenue northeast of the intersection with Kellogg Place to a point southwest of the intersection with Thornwood Drive.

Hollister Avenue is classified as a “Major Arterial” in the City of Goleta General Plan/Coastal Land Use Plan (City of Goleta 2006). In the City of Goleta a roadway classified as a “Major Arterial” can be used as a truck route (City of Goleta 2006). In the project area Hollister Avenue provides two westbound travel lanes and two eastbound travel lanes divided by a landscaped center median. The Hollister Avenue Bridge is designated as a Class II bikeway (the bike lanes have special striping though bikes share the road right-of-way). Sidewalks are provided on both sides of the Hollister Avenue Bridge. Multiple transit lines utilize Hollister Avenue in the project area, including the Clean Air Express, Coastal Express, and local commuter buses (City of Goleta 2006).

Roadway level of service (LOS) is a measure of the quality of service provided by a roadway facility. Much like a student's report card, LOS is represented by the letters "A" through "F", with "A" generally representing the most favorable driving conditions (freeflow, open road) and "F" representing the least favorable (congested, gridlock). With one exception, the City of Goleta has applied LOS C as the City-wide standard for the roadway network. This LOS standard does not apply to the Storke Road/Hollister Avenue intersection because it is developed to the maximum number of lanes and is considered to be at “planned capacity.” For this intersection, the LOS standard is a volume to capacity ratio of 0.89. East of Fairview Avenue, there are approximately 21,700 average daily trips on Hollister Avenue, and the LOS ranges from B to C (City of Goleta 2006).

Hollister Avenue Bridge is within an area to be improved as part of the Hollister Avenue/Old Town Redesign Improvement Project. This is a project intended to improve traffic flow, improve facilities for bicyclists and pedestrians, and improve intersection safety, consistent with the Goleta Old Town Redevelopment Project Area.

Kellogg Avenue is designated as a “Minor Arterial” in the City of Goleta General Plan (City of Goleta 2006). In the City of Goleta a roadway classified as a “Minor Arterial” can be used as a truck route (City of Goleta 2006). In the project area Kellogg Avenue provides one northbound travel lane and one southbound travel lane. South of Kellogg Way, the west side of Kellogg Avenue has a parking lane for most of its length. The City of Goleta Draft General Plan and Coastal Land Use Plan calls for adding sidewalks to Kellogg Avenue in the vicinity of the project area. The City of Goleta General Plan calls for construction of new segments of Ekwill Street, Fowler Street, and an extension of South Kellogg Avenue to provide a connection of the Old Town area to Fairview Avenue.

An existing steel bridge across San Jose Creek connects a parking area for businesses fronting Kellogg Avenue with a parking area for businesses fronting Hollister Avenue.

In addition to the streets on which actual construction will take place, other parts of the roadway network could be affected by equipment hauling, deliveries, and trips by construction personnel. It is anticipated that equipment and personnel coming from the south will come to the site via U.S. Highway 101, State Route 217 (Ward Memorial Boulevard), and Hollister Avenue. For equipment and personnel coming from the north, the route would be U.S. 101 to Patterson

Avenue and then on Hollister Avenue. Table 5 provides information on existing LOS for intersections along the equipment and personnel travel route.

Table 5 illustrates that, under existing conditions, the Patterson Avenue/U.S. 101 Southbound Ramp intersection operates at LOS D. Therefore, this intersection does not meet the Citywide LOS C standard. The Hollister Avenue/Kellogg Avenue intersection currently operations at a volume to capacity ratio of 0.71 and LOS C. Likewise, the Patterson Avenue/US 101 Northbound ramp also operates at LOS C. However, with future land uses levels of service could decline. Intersection improvements are planned at the Hollister/South Kellogg Avenue intersection and the Patterson Avenue/US 101 ramps. These improvements may include alterations in the type of traffic controls or changes in lane configuration and will result in acceptable LOS operation (City of Goleta 2006). The intent of the intersection improvements is to increase intersection capacity and limit declines in the intersection level of service in the future.

Table 5. Level of Service for Intersections along Equipment and Personnel Travel Routes

Intersection Location	***v/c Delay***	***Level of Service***
Hollister Avenue/State Route 217 Southbound Ramp	0.79	C
Hollister Avenue/State Route 217 Northbound Ramp	0.68	B
Patterson Avenue/US 101 Northbound Ramp	0.72	C
Patterson Avenue/US 101 Southbound Ramp	**0.89**	**D**
Hollister Avenue/Patterson Avenue	0.79	C
Hollister Avenue/Kellogg Avenue	0.71	C

Source: Goleta 2006
Notes: Base Year is 2005.
Data are expressed as volume/capacity rations for signalized intersections and as seconds of delay for unsignalized intersections.
Values in **bold** exceed the LOS C standard.

The southern portion of the proposed project is less than 2,000 feet from the eastern edge of Santa Barbara Airport Runway 25. The Santa Barbara Association of Governments, acting as the designated Airport Land Use Commission, has designated Airport Safety Areas extending from runways as a basis for determining land use compatibility. In order of proximity to the runway end they are: Area 1, the Runway Protection Zone/Clear Zone; Area 2, the Approach Zone, and Area 3, the Airport Traffic Pattern Zone. There are identified criteria for height of structures and allowed land uses within each of the Airport Safety Areas to ensure the safe passage of aircraft and to limit impacts (e.g., noise) to neighborhoods surrounding the airport. Portions of the project site fall within Safety Area 1 and Safety Area 2, and the entire Project Site is within Safety Area 3.

Thresholds of Significance

A significant impact on Transportation Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the checklist above.

The impacts of project-generated traffic are also assessed against the following standards from the City's *Environmental Thresholds & Guidelines Manual* and the Santa Barbara County

Association of Government *Congestion Management Program Guidelines.* A significant traffic impact occurs when:

i. any roadway or intersection currently operating at LOS A or B decreases operational levels by two levels of service as a result of project added traffic;

ii. any roadway or intersection operating at LOS C for which project added traffic results in LOS D or worse;

iii. the addition of project traffic to an intersection increases the volume to capacity (v/c) ratio by the value provided below or sends at least 5, 10, or 15 trips to intersections operating at LOS F, E or D, respectively.

LEVEL OF SERVICE (Including the Project)	***INCREASE IN V/C (Greater Than)***
A	0.20
B	0.15
C	0.10
Or the addition of	
D	15 trips
E	10 trips
F	5 trips

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

<u>Project Specific Impacts</u>

Proposed Project

a) Project construction is anticipated to be completed in August 2010. After project construction, the project would contribute no trips to the roadway network. Therefore, the project would not cause a substantial increase in traffic, and impacts would be less than significant.

b) The project's temporary addition of construction related trips is not anticipated to exceed a level of service standard for roads or highways established by the Santa Barbara County Association of Government in the Congestion Management Plan system, and impacts would be less than significant.

c) Portions of the project site fall within Airport Safety Area 1 and Safety Area 2, and the entire Project Site is within Safety Area 3. However, the proposed project would not alter the height of structures nor alter land use in the area and thus would not have any impact on airport land use safety. Nor would the proposed project increase air traffic travel or alter air travel patterns. As a result, no impacts would occur.

d) During construction there is the potential for construction equipment to encroach into both Hollister Avenue and Kellogg Avenue and create roadway hazards. Construction may also damage Kellogg Avenue in a way that could create a roadway hazard. If hazards are present, impacts would be significant.

e) The proposed project would not change the basic configuration of Hollister Avenue and would result in minor changes to Kellogg Avenue. These slight design changes would not introduce roadway hazards that could result in inadequate emergency access. As a result, impacts associated with increased hazards would be less than significant.

f) The proposed project would result in a slight narrowing of Kellogg Avenue between Kellogg Way and Fowler Avenue. However, the improved sections will be at least 34 feet curb to curb, which would allow for two travel lanes and a parking lane. The unimproved sections will be maintained at current widths. The project would not remove parking or create additional demand for parking, or result in inadequate parking capacity and as a result, no impacts on parking would occur.

g) The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The project would not adversely affect any existing or planned bus stops or bicycle lanes in the area. Therefore, no impacts on alternative transportation would occur.

"Steel" Bridge Replacement Option

a-e) Impacts under this option would be comparable to those described under the proposed project. The "steel" bridge would be replaced at the same location and generally in the same configuration as the existing bridge.

No Action Alternative

The No Action Alternative would not result in any modifications to San Jose Creek, installation of fish passage structures, or relocation of the sewer line currently suspended under the small metal bridge. The No Action Alternative would leave the proposed project area and vicinity in its current condition. Under the No Action Alternative there would be no temporary Transportation/Traffic impacts associated with project construction.

Cumulative Impacts

Projects that result in significant, project-specific transportation impacts are generally considered to also make a significant contribution to corresponding cumulative impacts. As such, the proposed project would have the potential to result in a significant but mitigable contribution to impacts on transportation during construction. Project construction is anticipated to be completed in 2010. After project construction the project would contribute no trips to the roadway network and therefore would not contribute to cumulative traffic impacts. Some of the projects identified by the City of Goleta (see Attachment C) could undertake construction in a similar timeframe and affect the same streets or streets adjacent to the project, while some of these projects, including the transportation improvements, are anticipated at different timeframes. However, it is assumed that these projects would also employ mitigation measures, similar to those employed by the project, so that significant cumulative construction traffic impacts would be mitigated.

Required Mitigation Measures

TRANS1 A qualified traffic engineer shall prepare a traffic management plan that defines how traffic operations will be managed and maintained on roadways during each phase of construction including any detours, signage, lane closures, or utility relocation work.

Plan Requirements & Timing: Engineering plans depicting affected roadways shall be prepared. These plans shall depict necessary lane closures, detours, any signage/lighting, flaggers, and other traffic control measures needed to avoid accidents and provide access to property and emergency response vehicles during construction. Said engineering plans shall be submitted for review and approval by City staff prior to Planning Agency consideration of the project.

Monitoring: Compliance with the traffic management plan will be a condition placed on the contractor selected to perform any construction activities for the project. A member of the prime contractor's construction crew shall be designated as responsible for ensure compliance with the traffic management plan. City staff shall periodically monitor in the field to verify compliance throughout all construction activities.

TRANS2 Kellogg Avenue will be repaired and refurbished to City of Goleta standards for "Minor Arterials" following project construction.

Plan Requirements & Timing: The requirement for the contractor to repair and refurbish Kellogg Avenue to City of Goleta standards for "Minor Arterials" following construction shall be placed in the contractor bid solicitation package. This requirement shall be included in the contractor's scope of work for the project.

Monitoring: City staff shall inspect Kellogg Avenue following construction to insure compliance with Mitigation Measure **TRANS2**.

TRANS3 A qualified traffic engineer will review and approve final design plans for the alterations to Kellogg Avenue resulting from the proposed project.

Plan Requirements & Timing: Final design plans shall be reviewed and approved by a qualified traffic engineer and City staff prior to Planning Agency consideration of the project.

Monitoring: City staff shall ensure compliance with this requirement prior to Planning Agency consideration of the project.

Residual Impact

With implementation of these mitigation measures, residual project-specific transportation and traffic impacts would be less than significant. The project's contribution to cumulative impacts would remain less than significant.

UTILITIES & SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?				✓	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓		

Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**See Prior Document**
g. Comply with federal, state, and local statutes and regulations related to solid waste?			✓		

Existing Setting

Stormwater Control Facilities

The City of Goleta developed a Storm Water Management Program in 2005. This Program is designed to protect public health and the environment, meet Clean Water Act mandates through compliance with NPDES permit requirements and applicable regulations, and to foster heightened public involvement and awareness (City of Goleta 2006). Stormwater is conveyed from local commercial properties into existing storm drains, which then empty into San Jose Creek and eventually into Goleta Slough.

Solid Waste

Solid waste generated in the City is collected by BFI and Marborg, and transported to the Tajiguas Landfill 20 miles to the west of Goleta on the Gaviota Coast. The County has received approval from the RWQCB and the State Integrated Waste Management Board to expand the landfill to provide for an additional 15 years of solid waste disposal capacity. The landfill now has sufficient capacity to provide solid waste disposal services to the South Coast until 2020.

Water and Wastewater Facilities

Water in the City of Goleta is supplied by the Goleta Water District, and wastewater is collected by the Goleta Sanitation District and the Goleta West Sanitary District. The Goleta Sanitation District treats wastewater from the project area.

Thresholds of Significance

The City's *Environmental Thresholds & Guidelines Manual* includes thresholds of significance for water supply impacts on the groundwater basin as well as for impacts to the City's solid waste stream. The Manual does not include thresholds of significance for impacts on public water supplies and central sewage disposal services, or impacts on municipal drainage facilities and improvements. The project's impacts to stormwater runoff control facilities would be considered significant if any of the impacts noted in the above checklist would result. The City's adopted thresholds for effects on its solid waste stream are noted below.

Project Specific Impacts

Proposed Project

a,e) The proposed project would not generate wastewater flows that would require treatment at an existing wastewater treatment facility. No additional wastewater would be generated during the operation or construction of the project. An existing wastewater pipeline suspended on the steel bridge would be replaced with a new pipeline bored under State Route 217. This sewer line is currently susceptible to damage from high flows and debris flowing down San Jose Creek during high energy events, and as a result is currently susceptible to failure. The proposed project would remove the existing pipeline and replace it with a new pipeline bored under State Route 217, resulting in a beneficial impact.

b,c) The proposed project would not necessitate any new construction or expansion of existing wastewater or domestic water treatment facilities. Corresponding environmental impacts normally associated with such facility construction and/or expansion would not occur as a result of this project. The existing storm drain system in the area is sufficient to convey stormwater flows from the surrounding area to San Jose Creek and Goleta Slough. Any storm drains disturbed by construction activities would be restored.

d) The proposed project would not require a permanent water supply. Any water needed for construction activities would be a temporary demand that could be satisfied with existing supplies.

f,g) A project that would generate 196 tons of solid waste/year, after receiving a 50 percent credit for source reduction, recycling, and composting would result in a project-specific, significant impact on the City's solid waste stream. Any project generating 40 tons/year, after receiving a 50 percent credit for source reduction, recycling, and composting would be considered to make an adverse contribution to cumulative impacts to the City's solid waste stream. The proposed project would not result in the generation of any solid waste in violation of any federal, state, or local solid waste regulations or statutes.

"Steel" Bridge Replacement Option

a-g) Impacts associated with the "steel" bridge replacement option would be identical to those described under the proposed project.

No Action Alternative

No aspect of the proposed project would occur under the No Action Alternative. As a result, no impacts would occur. However, the existing sewer line suspended under the small metal bridge would continue to be susceptible to failure resulting from high flows and debris flowing down San Jose Creek.

Cumulative Impacts

Project contributions to cumulative impacts on public utilities or service systems such as wastewater collection and treatment, potable water supplies, storm drain and runoff control infrastructure, or the Tajiguas Landfill would be less than significant.

Required Mitigation Measures

No mitigation measures are required for Utilities and Service Systems.

Recommended Mitigation Measures

UTIL1 **CONSTRUCTION WASTE RECYCLING:** Demolition and/or excess construction materials shall be separated onsite or offsite for reuse/recycling or proper disposal (e.g., concrete, asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite or separated offsite.

Plan Requirements & Timing: This requirement shall be printed on the grading and construction plans. Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to occupancy clearance.

Monitoring: Compliance with construction waste recycling requirements will be a condition placed on the contractor selected to perform any construction activities for the project. A member of the prime contractor's construction crew shall be designated as responsible for ensuring compliance with the recycling requirements. City staff shall periodically monitor in the field to verify compliance throughout all construction activities.

Residual Impact

With implementation of the above mitigation measures, residual project-specific and cumulative impacts on Utilities & Service Systems would be considered less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓			
b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?			✓		

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓		
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓		

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ATTACHMENT A

Figures and Plans

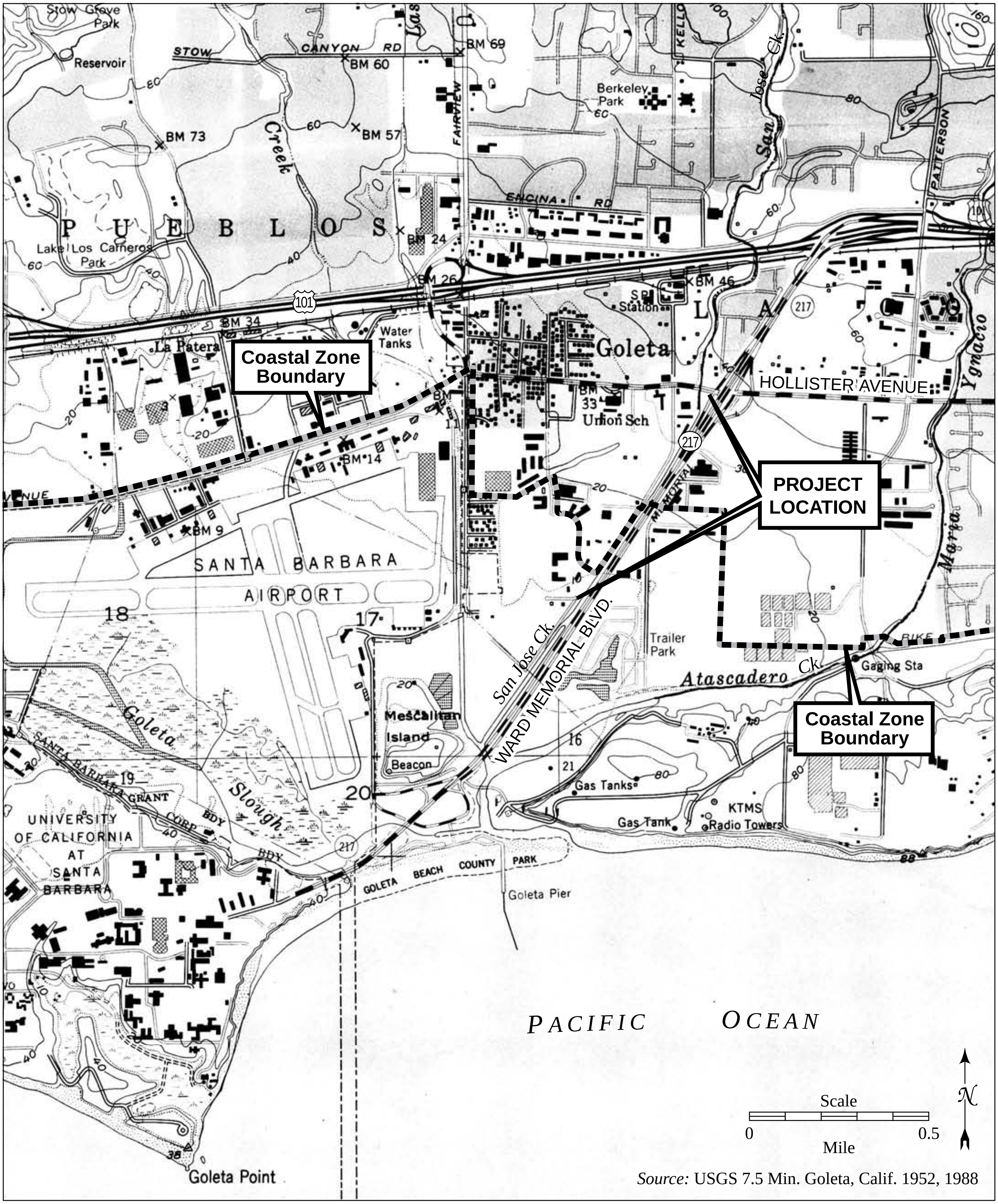
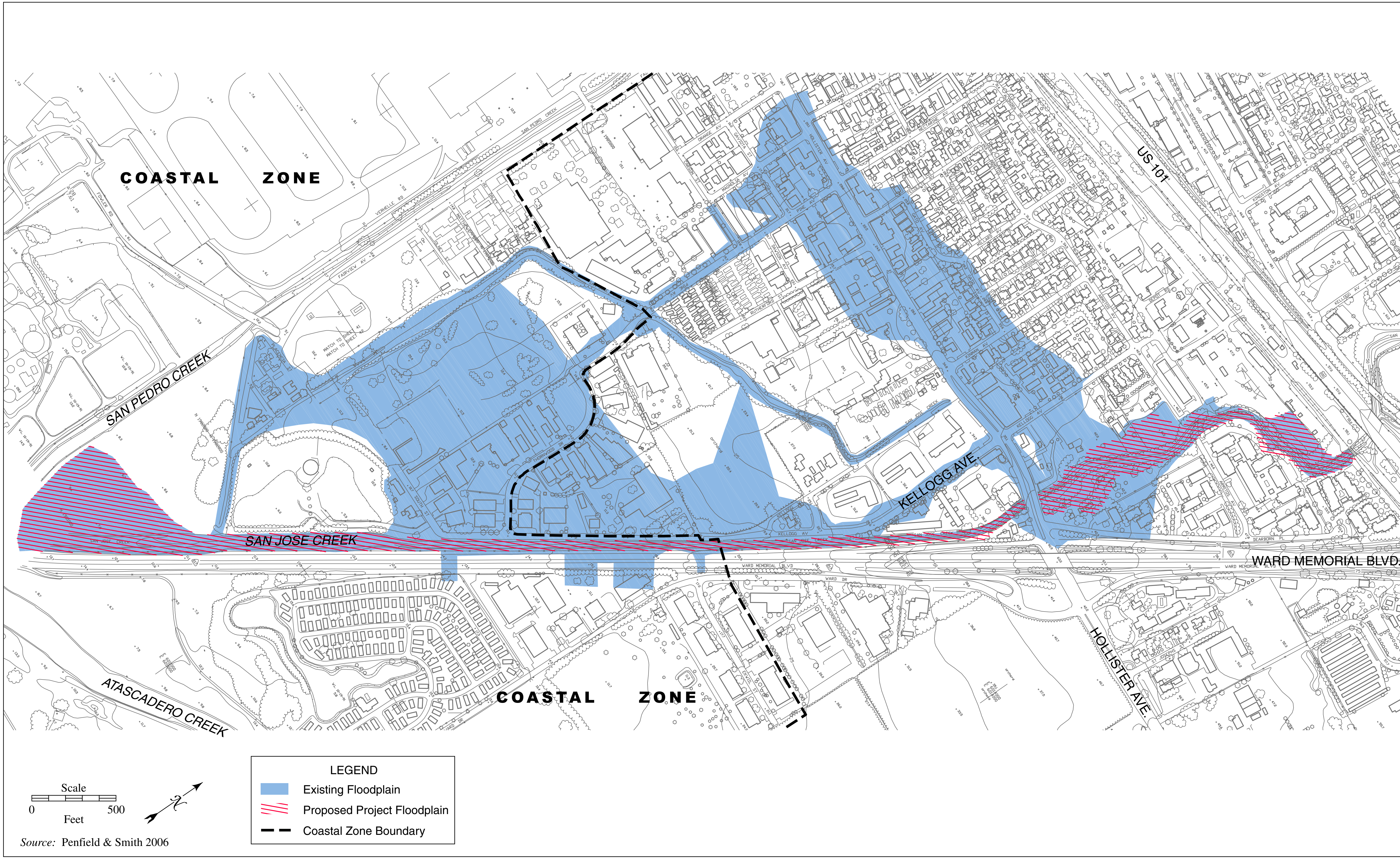


Figure 1. Study Location Area: San Jose Creek Capacity Improvement Project



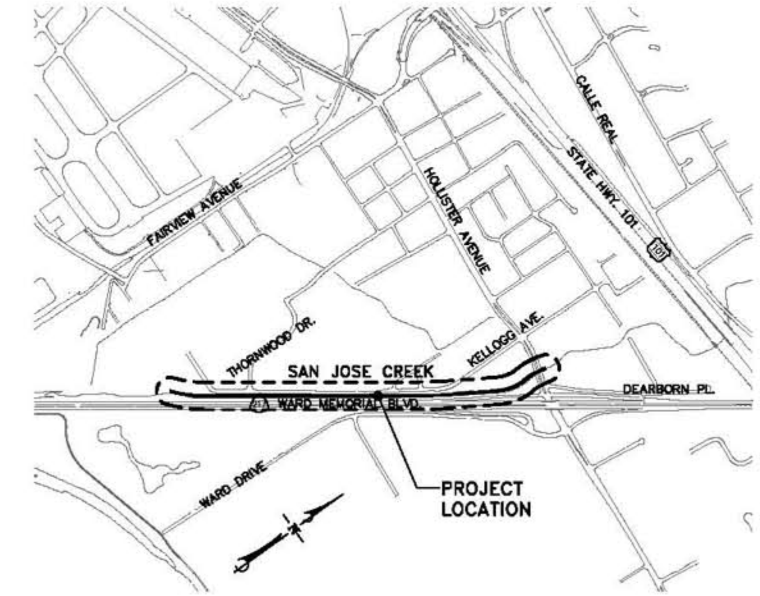
Source: Penfield & Smith 2006

Figure 2. Existing and Proposed Project Floodplains

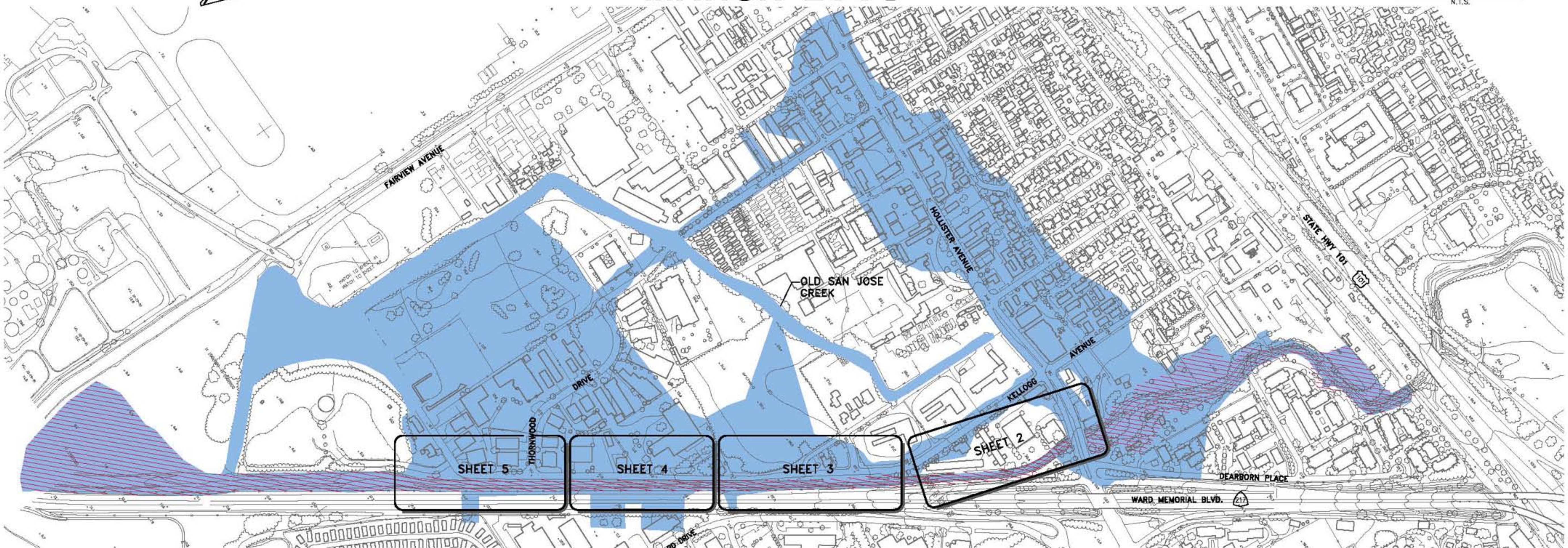
LOCATION MAP
N.T.S.

PRELIMINARY PLAN
SAN JOSE CREEK CAPACITY IMPROVEMENT PROJECT WITH FISH PASSAGE

CITY OF GOLETA
SANTA BARBARA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT
MARCH 2008



VICINITY MAP
N.T.S.



LOCATION PLAN

LEGEND

- EXISTING FLOOD PLAIN
- PROPOSED FLOOD PLAIN

INDEX TO SHEETS

1. TITLE SHEET
2. PRELIMINARY PLAN– HOLLISTER AVENUE TO KELLOGG AVENUE
3. PRELIMINARY PLAN– KELLOGG AVENUE TO KELLOGG WAY
4. PRELIMINARY PLAN– KELLOGG WAY TO THORNWOOD DRIVE
5. PRELIMINARY PLAN– THORNWOOD DRIVE TO END
6. SECTIONS AND DETAIL
7. SECTIONS
8. FISH PASSAGE DETAILS

SCALE: 1"=300'
0 300 600 900

SURVEYOR'S NOTES:

TOPOGRAPHY PERFORMED BY RBF.

DATUM: HORIZONTAL DATUM: CCS ZONE V, NAD 1983, VERTICAL DATUM: NAVD 1988

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BRUCE BURNWORTH DATE:
PROJECT ENGINEER
R.C.E. 34,394 (EXP. 9-30-09)

REGISTERED PROFESSIONAL ENGINEER CRAIG A. STEWARD NO 37253 EXPIRES CIVIL STATE OF CALIFORNIA

CITY OF GOLETA, CALIFORNIA
REVIEWED BY:
SIGNATURE DATE

TITLE SHEET
SAN JOSE CREEK CAPACITY IMPROVEMENT PROJECT WITH FISH PASSAGE
CITY OF GOLETA, CALIFORNIA

P&S PROJECT NO. 15581.03
SHEET 1 OF 8
PLAN DATE MARCH 2008

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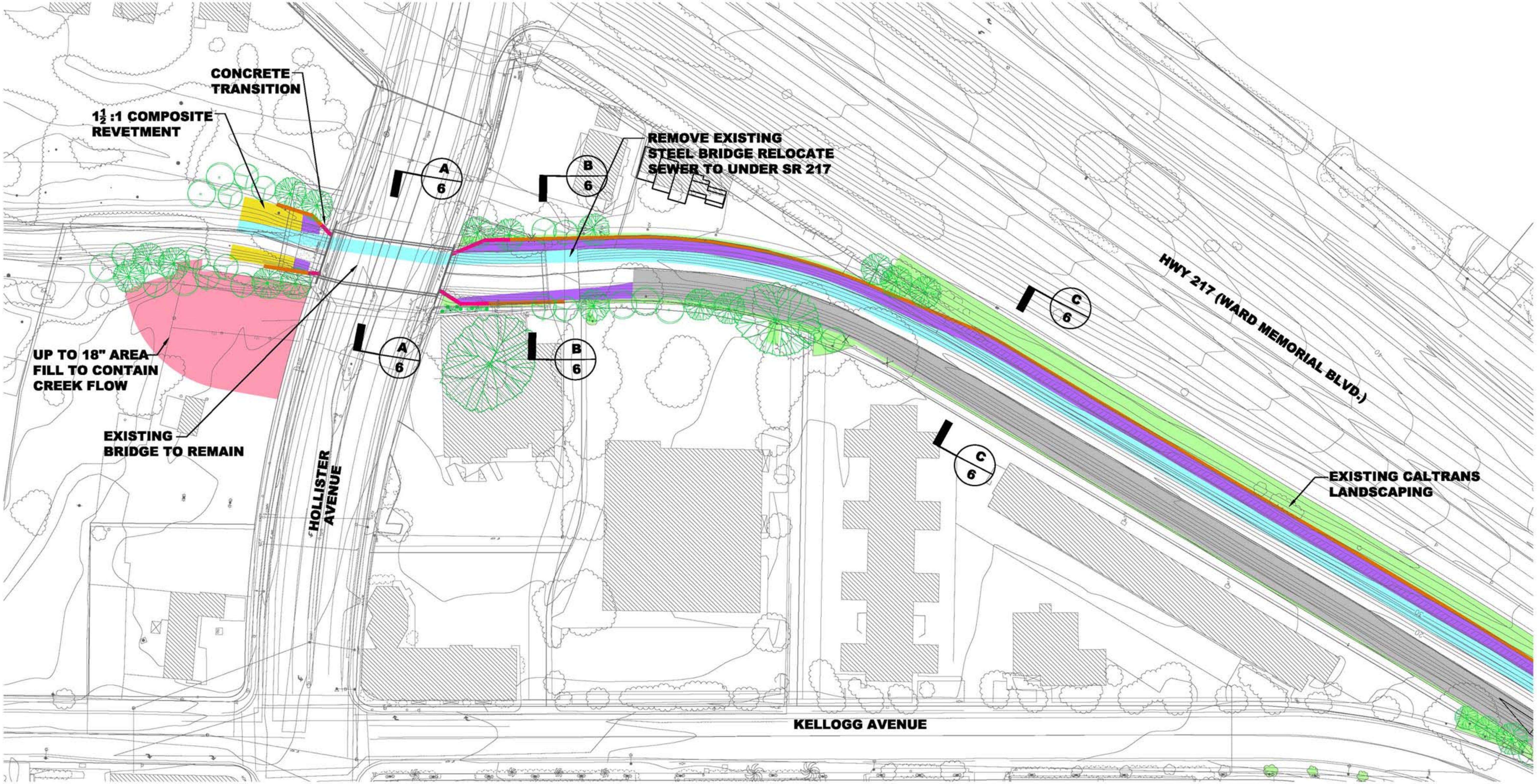

LEGEND

- 48" TO 84" VERTICAL WALL
- 1½: 1 ROCK SLOPE
- FULL VERTICAL WALL
- 1:1 SLOPE
- FISH PASSAGE
- EXISTING CHANNEL TO REMAIN

N

SCALE: 1"=40

0 40 80 120

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PRELIMINARY PLAN
SAN JOSE CREEK CAPACITY IMPROVEMENT PROJECT WITH FISH PASSAGE
CITY OF GOLETA, CALIFORNIA

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SHEET 2 OF 8
PLAN DATE MARCH 2008

CITY OF GOLETA

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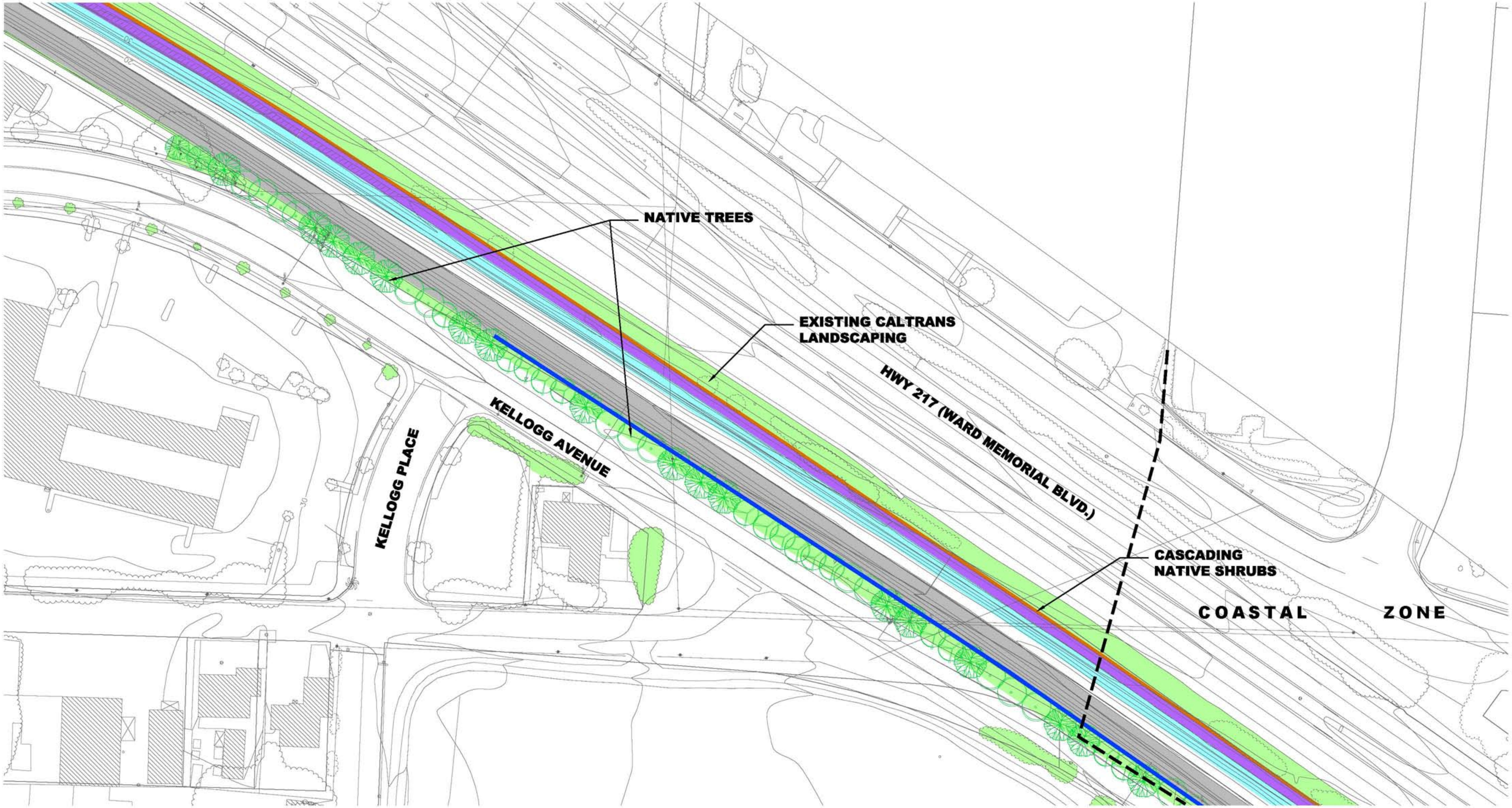

LEGEND

- 48" VERTICAL WALL
- 1:1 SLOPE
- FISH PASSAGE
- EXISTING CHANNEL TO REMAIN
- 42" FLOOD WALL
- COASTAL ZONE BOUNDARY

N

SCALE: 1"=40

0 40 80 120

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PRELIMINARY PLAN
SAN JOSE CREEK CAPACITY IMPROVEMENT PROJECT WITH FISH PASSAGE
CITY OF GOLETA, CALIFORNIA

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SHEET 3 OF 8
PLAN DATE MARCH 2008

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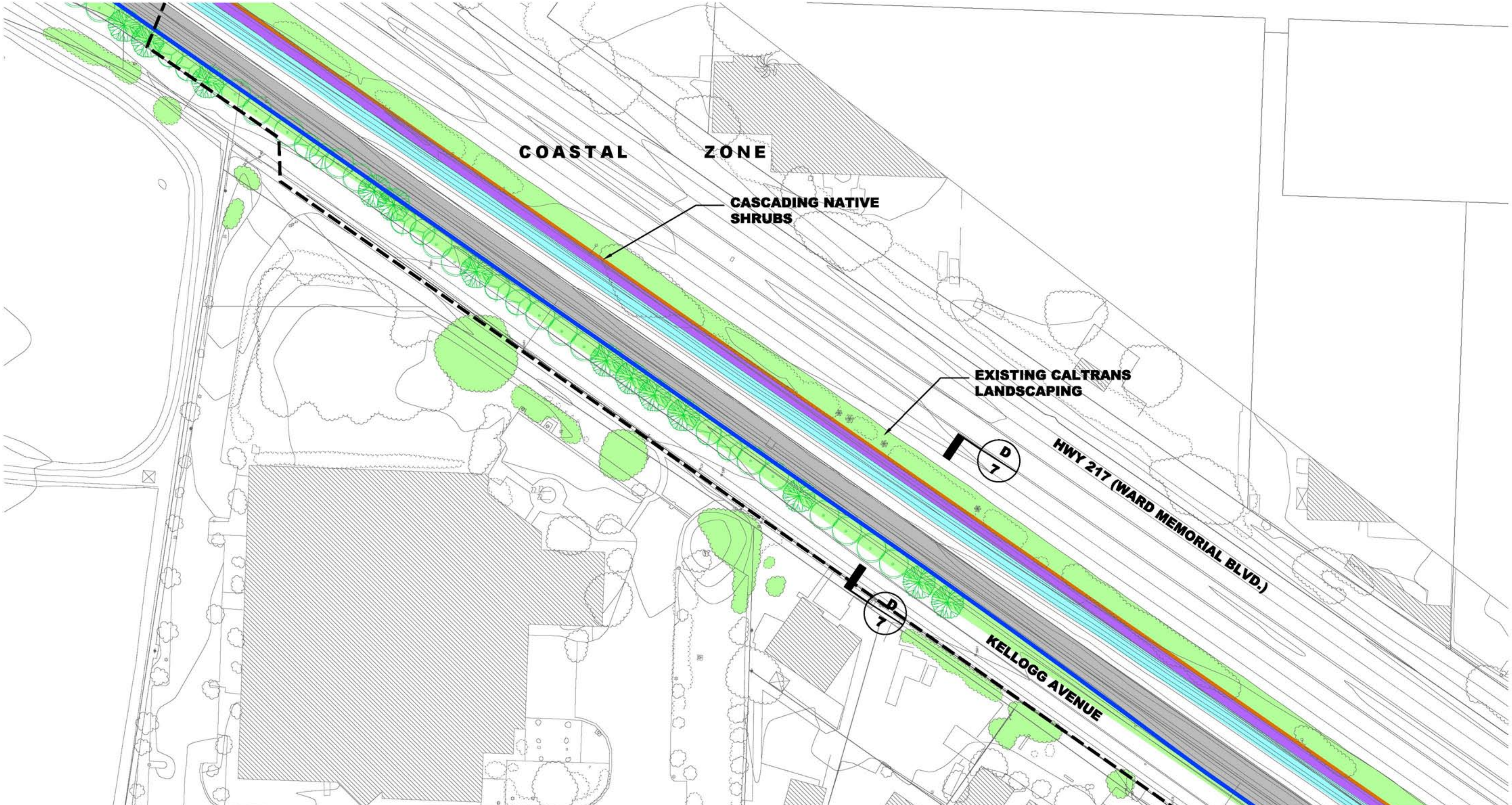

LEGEND

- 48" VERTICAL WALL
- 1:1 SLOPE
- FISH PASSAGE
- EXISTING CHANNEL TO REMAIN
- 42" FLOOD WALL
- COASTAL ZONE BOUNDARY

SCALE: 1"=40
0 40 80 120

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SAN JOSE CREEK CAPACITY IMPROVEMENT PROJECT WITH FISH PASSAGE
CITY OF GOLETA, CALIFORNIA

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SHEET 4 OF 8
PLAN DATE MARCH 2008

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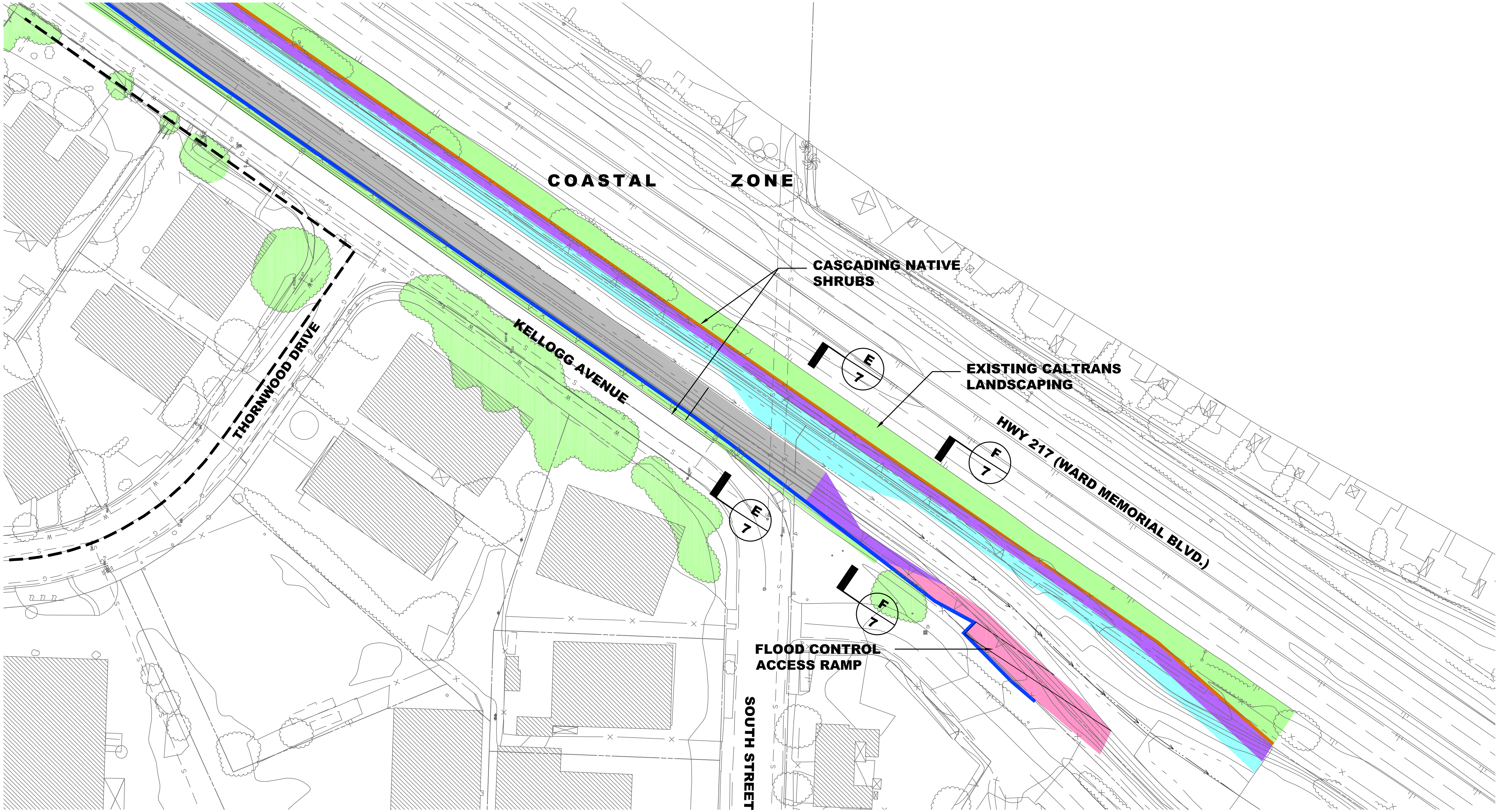

LEGEND

- 48" VERTICAL WALL
- 1:1 SLOPE
- FISH PASSAGE
- 42" FLOODWALL
- ACCESS RAMP
- — — — — COASTAL ZONE BOUNDARY

N

SCALE: 1"=40
0 40 80 120

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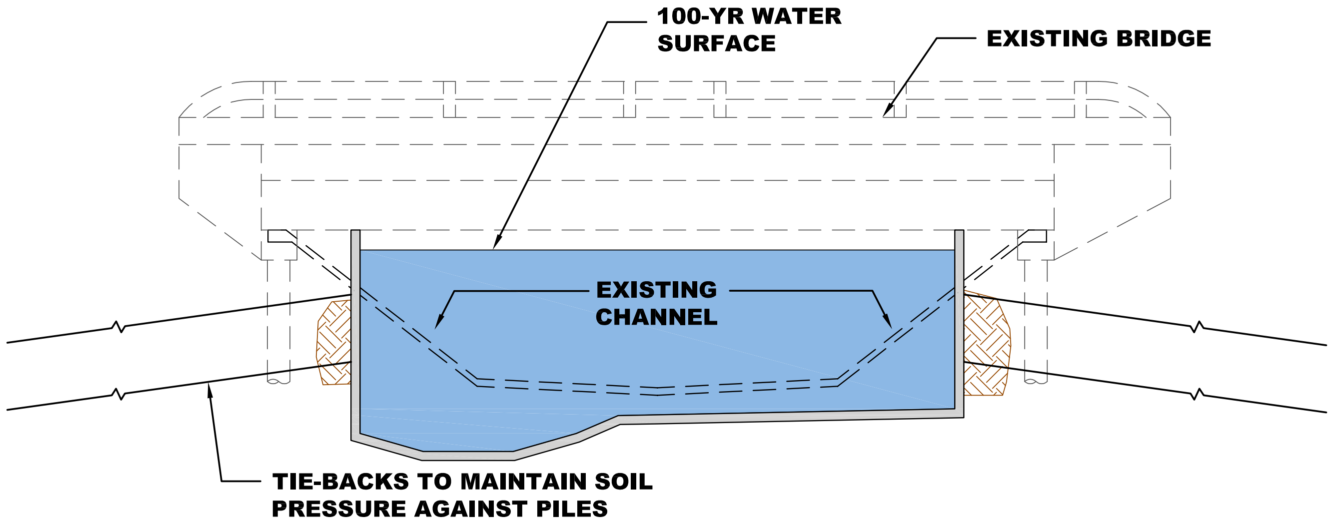

SECTION A-A

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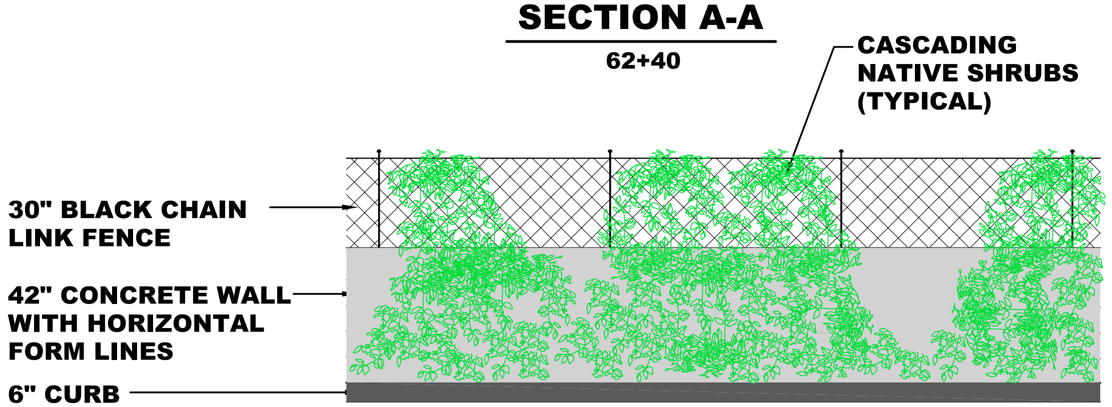

TYPICAL 42" WALL ELEVATION

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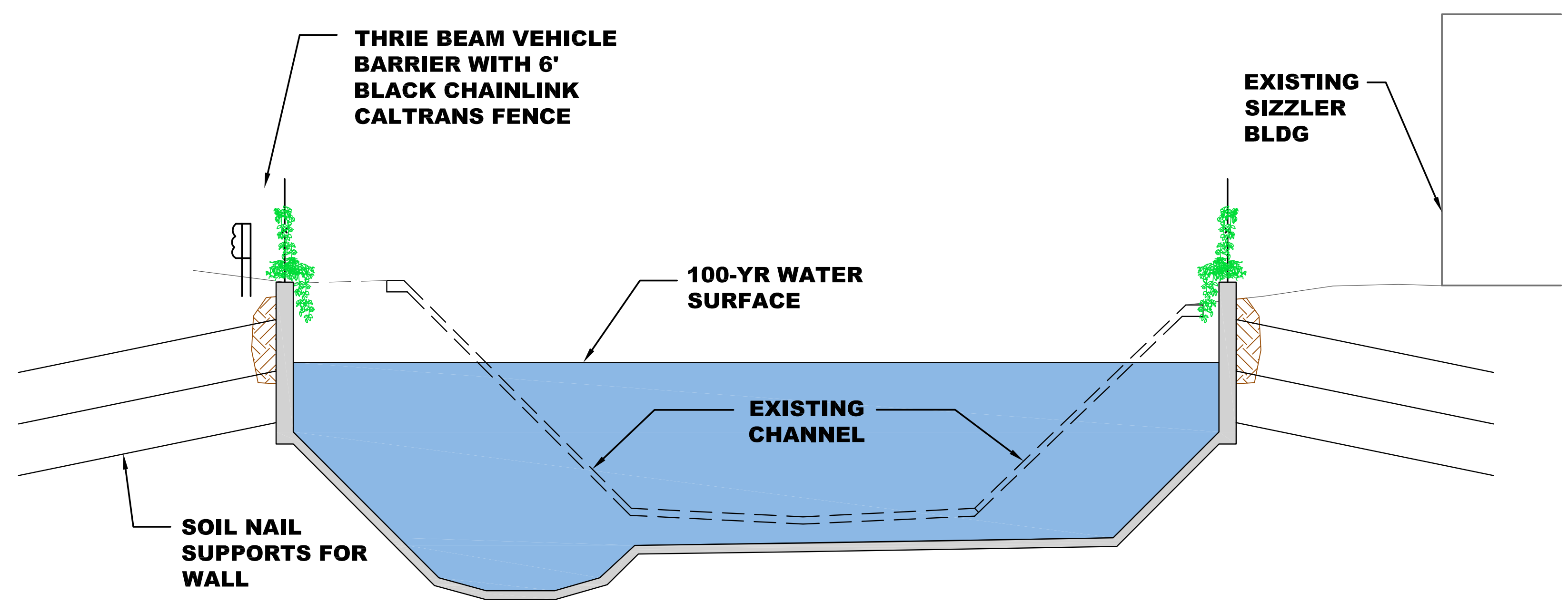

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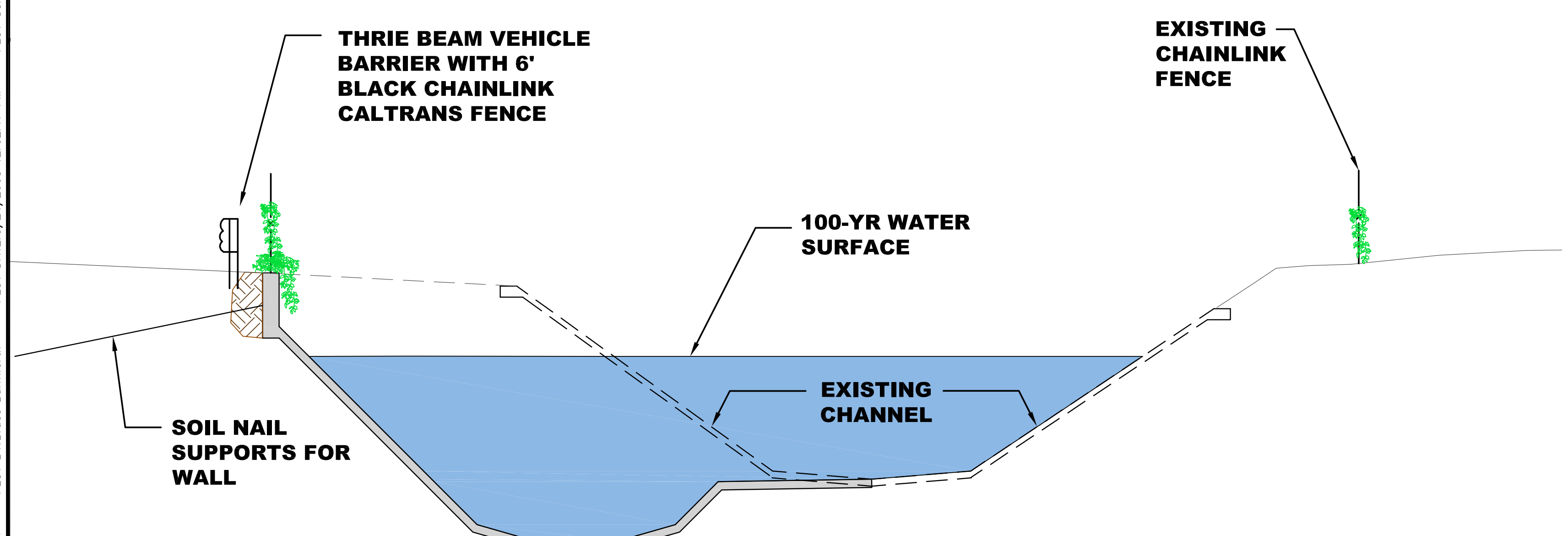

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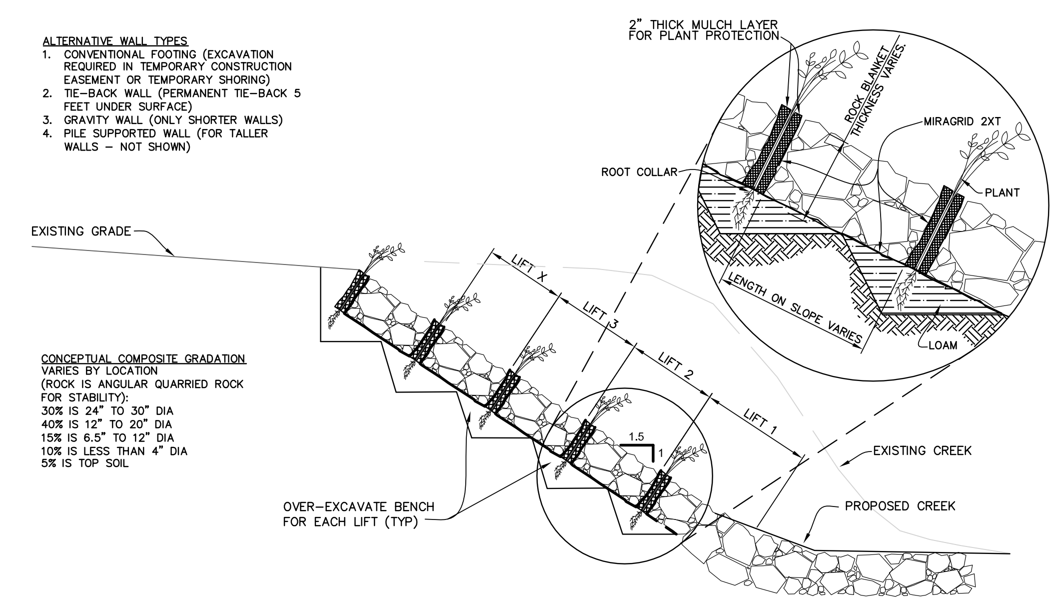

COMPOSITE REVETMENT WITH JOINT PLANTINGS

NTS

SCALE: 1"=5'
0 5 10 15

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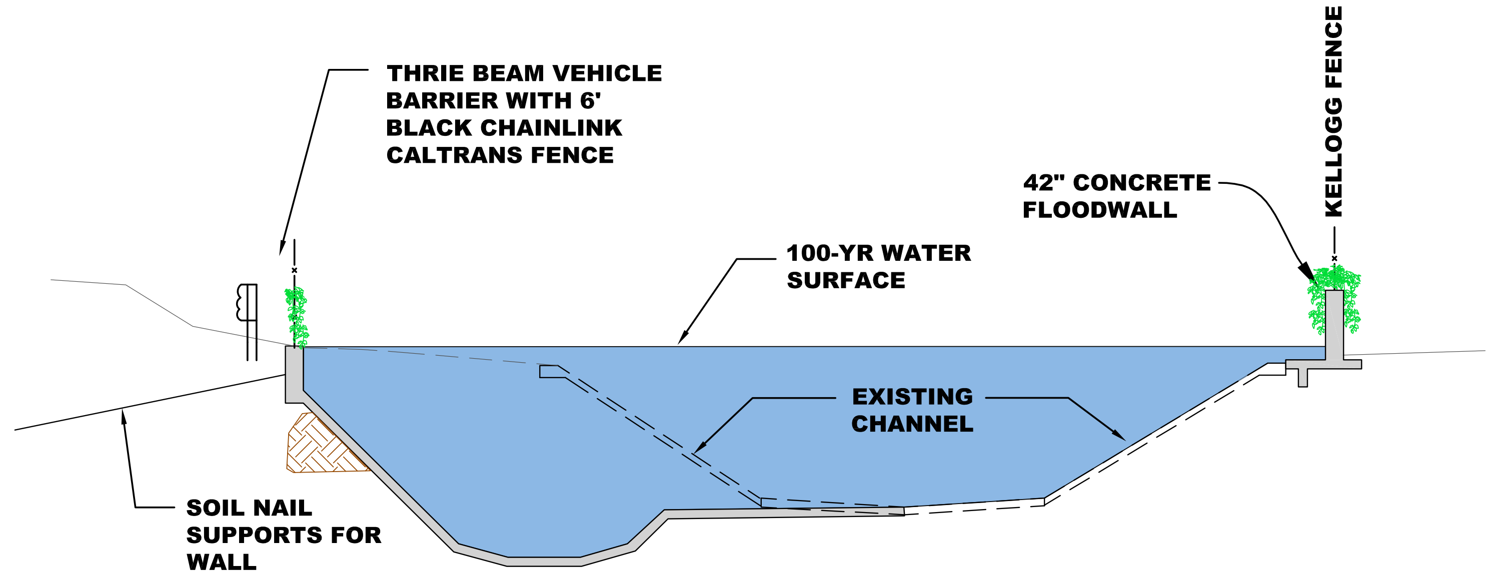
SECTIONS AND DETAIL
SAN JOSE CREEK CAPACITY IMPROVEMENT PROJECT
CITY OF GOLETA, CALIFORNIA

P&S PROJECT NO. 15581.03
SHEET 6 OF 8
PLAN DATE MARCH 2008



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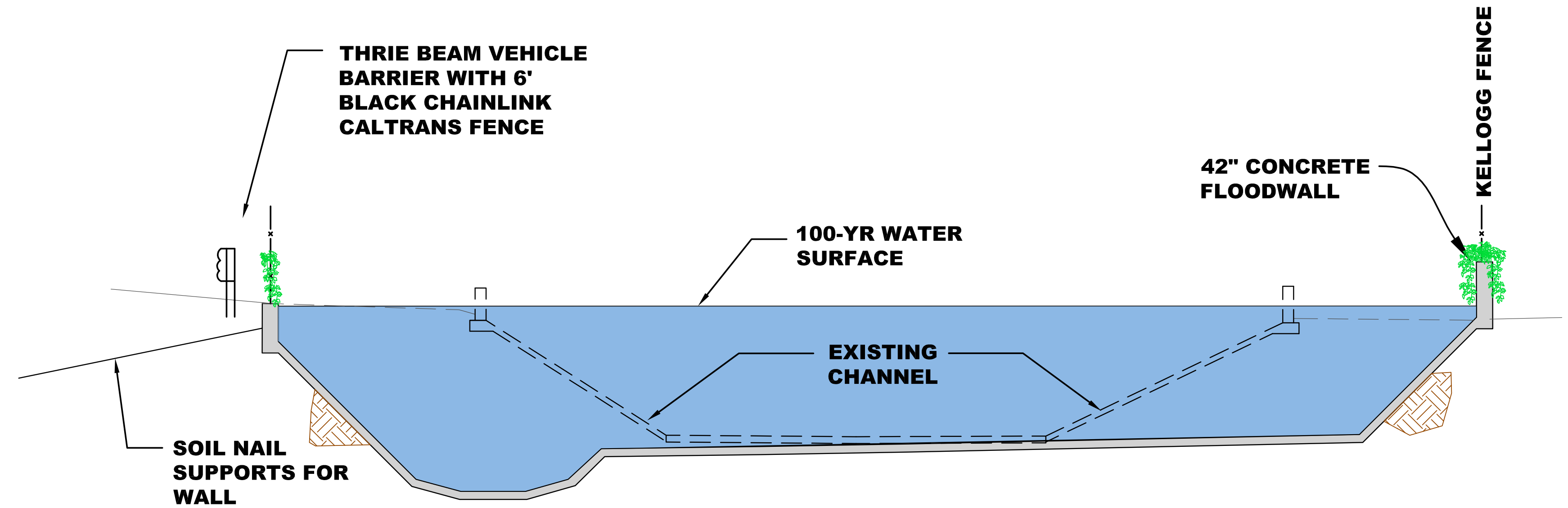

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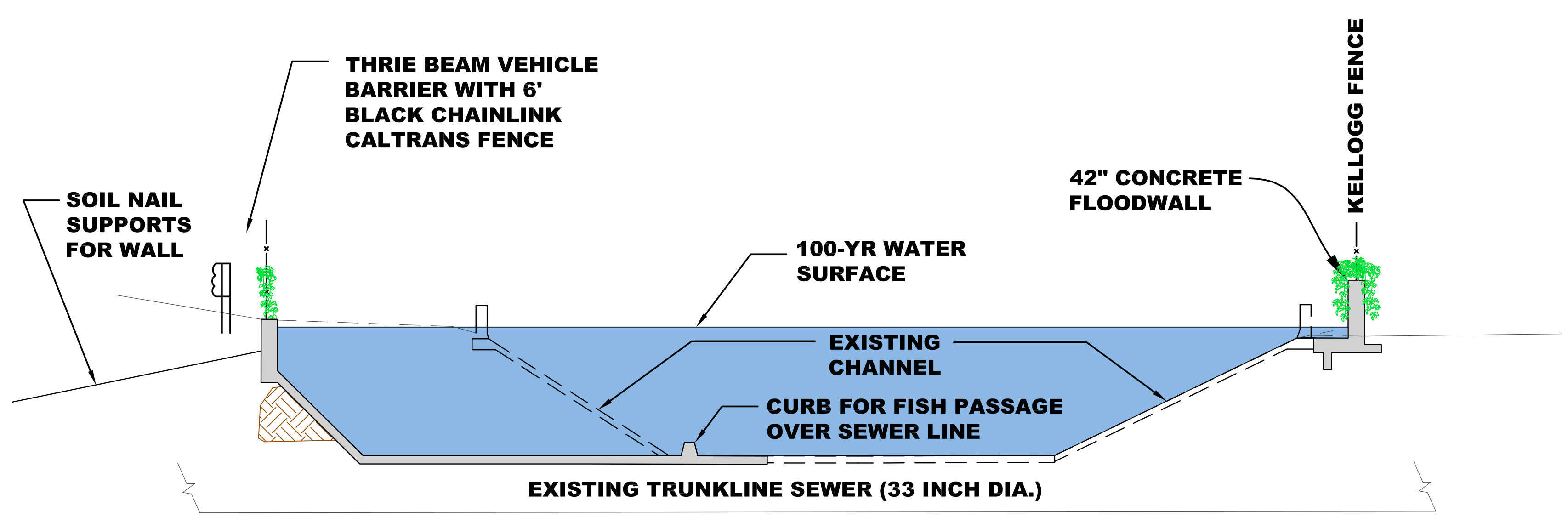

SECTION E-E

26+55

SCALE: 1"=5'

0 5 10 15

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REGISTERED PROFESSIONAL ENGINEER
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STATE OF CALIFORNIA

CITY OF GOLETA, CALIFORNIA
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SECTIONS
SAN JOSE CREEK CAPACITY IMPROVEMENT PROJECT
CITY OF GOLETA, CALIFORNIA

P&S PROJECT NO. 15581.03
SHEET 7 OF 8
PLAN DATE MARCH 08

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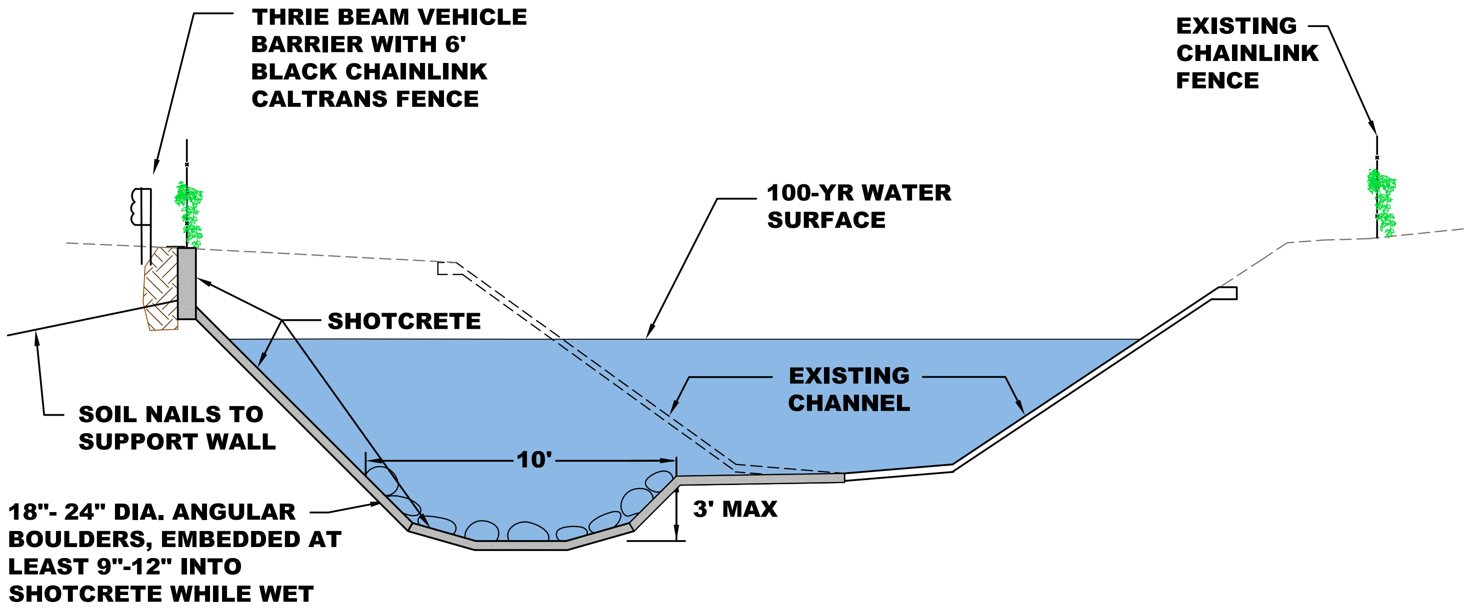
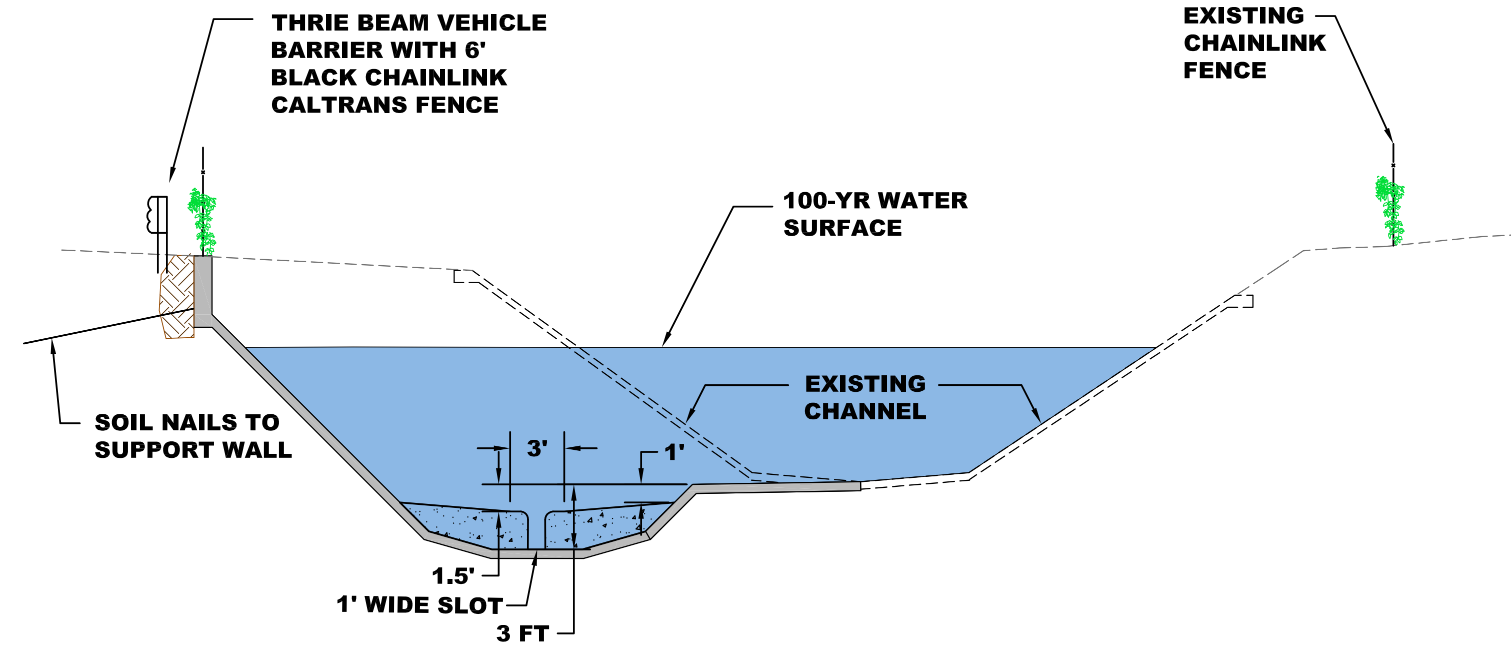


ROUGHENED PASSAGE CHANNEL- SECTION C-C

57+06



SLOTTED WEIR- SECTION C-C

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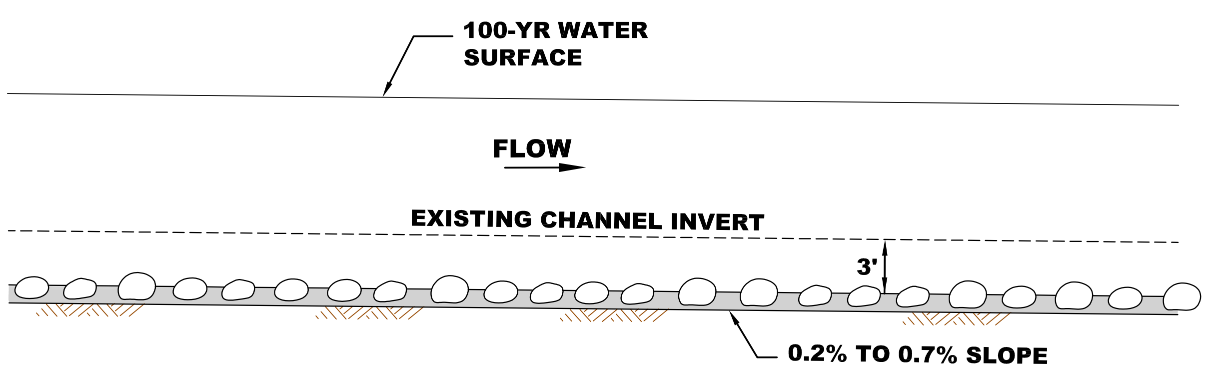
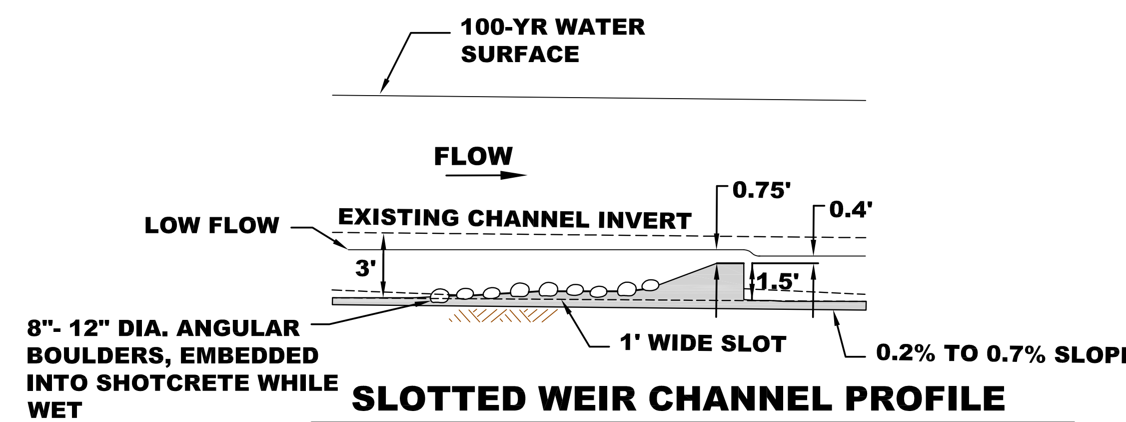


ROUGHENED PASSAGE CHANNEL PROFILE

57+06



SLOTTED WEIR CHANNEL PROFILE

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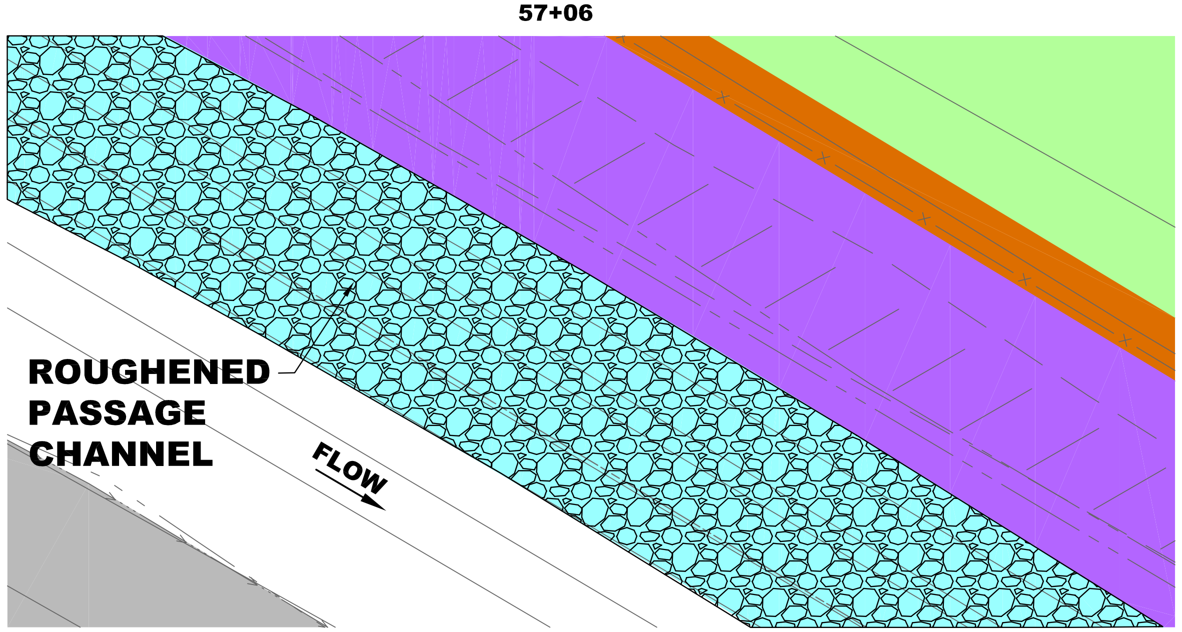

ROUGHENED PASSAGE CHANNEL PLAN

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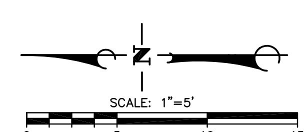

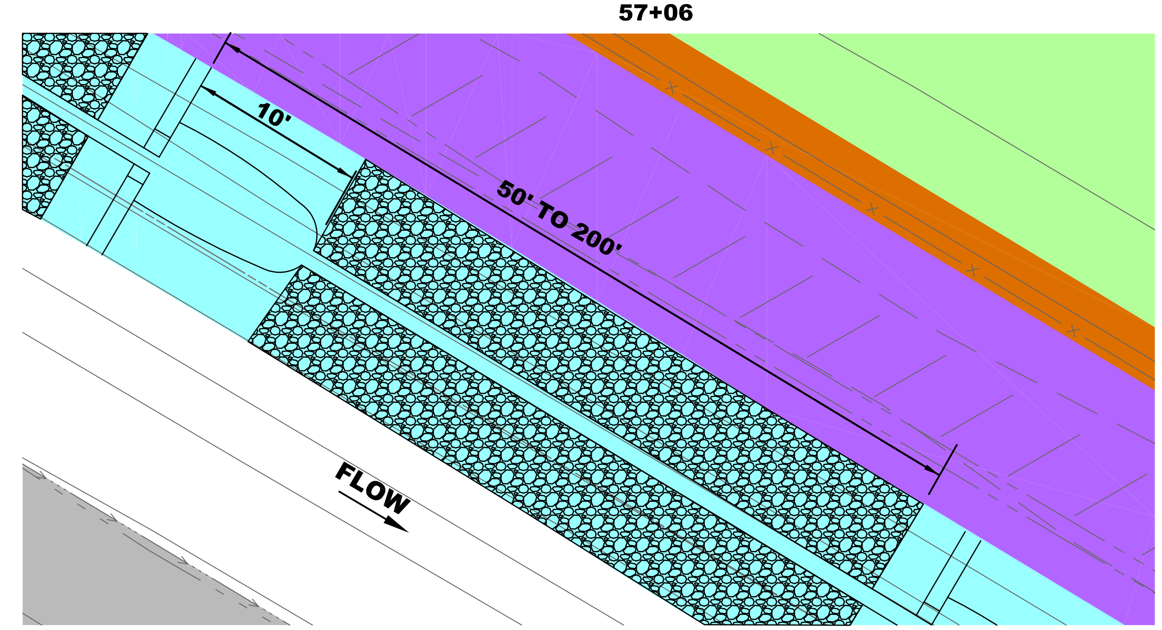

SLOTTED WEIR CHANNEL PLAN

57+06.64

NO.	DATE	REVISIONS	APPD.

Penfield & Smith
Engineering · Surveying · Planning · Construction Management ·
111 East Victoria Street, Santa Barbara, CA 93101
Phone: (805) 963-9532 Fax: (805) 966-9801

DESIGN CEC CHECKED
BRUCE BURNWORTH DATE:
PROJECT ENGINEER
R.C.E. 34,394 (EXP. 09-30-09)

REGISTERED PROFESSIONAL ENGINEER
CRAIG A. STEWARD
NO 37253
EXPIRES
CIVIL
STATE OF CALIFORNIA

CITY OF GOLETA, CALIFORNIA
REVIEWED BY:
SIGNATURE DATE

PRELIMINARY PLAN
SAN JOSE CREEK CAPACITY IMPROVEMENT PROJECT
CITY OF GOLETA, CALIFORNIA

P&S PROJECT NO. 15581.03
SHEET 8 OF 8
PLAN DATE MARCH 2008

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36-ENG SAVE DATE: 3/24/2008 12:45:23 PM PLOT BY:Bruce Burnworth PLOT DATE:3/24/2008 12:47:31 PM PLOT SCALE:1:1

ATTACHMENT B

Intersection Level of Service Criteria

LOS	*Signalized intersections (V/C Ratio)*	*Unsignalized intersections (Sec. of delay)*	*Definition*
A	< 0.60	$\leq$ 10	Conditions of free unobstructed flow, no delays, and all signal phases sufficient in duration to clear all approaching vehicles.
B	0.61 – 0.70	> 10 and $\leq$ 15	Conditions of stable flow, very little delay, and a few phases are unable to handle all approaching vehicles.
C	0.71- 0.80	> 15 and $\leq$ 25	Conditions of stable flow, delays are low to moderate, and full use of peak direction signal phases is experienced.
D	0.81 – 0.90	> 25 and $\leq$ 35	Conditions approaching unstable flow, delays are moderate to heavy, and significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	0.91 – 1.00	> 35 and $\leq$ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, and congestion exists for extended duration throughout the peak period.
F	> 1.00	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal

Source: Highway Capacity Manual, 2000 Edition

ATTACHMENT C

Cumulative Projects

A list of cumulative projects under consideration or approved for the City of Goleta is provided (As of May 2007). In addition to the projects listed, the City is proposing the construction of transportation improvement projects for the Goleta Old Town area as part of the redevelopment effort as well as for the benefit of the surrounding region. This includes extending Ekwill Street and Fowler Road from Kellogg Avenue to Fairview Avenue, constructing improvements at the Hollister Avenue/State Route 217 intersections, and redesigning Hollister Avenue from Kellogg to Fairview Avenue.

CITY OF GOLETA
PLANNING AND ENVIRONMENTAL SERVICES
CUMULATIVE DEVELOPMENT PROJECTS LIST
(MAJOR PROJECTS)
MAY 2007 – Revised 5/15/07

PLANNER	PROJECT	LOCATION	APN	DESCRIPTION	STATUS
	PENDING	**PROJECTS**			
Hanson (OT)	Fairview Commercial Center; 01-SB-DP; CUP	151 S. Fairview Avenue	073-080-019	16,885 SF mixed use building (9,250 SF retail space, 6,110 SF office space) 2 units	Pending
Miller (OT)	Dwight Gregory 02-057-LUP	879 S. Kellogg Avenue	071-170-063	2,346 SF commercial addition	Pending
Moore (OT)	Bermant: Technology Drive Industrial (KS 7A) 02-081-DP et al	West side of Technology Drive	071-170-079 071-170-080	TM of 8 lots; 68,000 SF among 8 commercial/industrial buildings and 92,070 SF outside storage area or 265,695 SF outside storage area	Pending
Moore (OT)	University Properties 25-SB-PM; 26-SB-PD	SEC Technology and Thornwood Drives	071-170-085	TPM of 4 parcels and 5,427 SF industrial building (and potential for approx. 15,000 SF additional development)	Pending
Mullane	Islamic Society of Santa Barbara 03-051-DP; CUP	NEC Los Carneros and Calle Real	077-160-035	7,185 SF building for Islamic Center and attached apartment (1 DU)	Pending
Hanson	Winnikoff 22-SB-DP	260 Storke Road	073-100-032	New 2,232 SF office building	Pending

PLANNER	PROJECT	LOCATION	APN	DESCRIPTION	STATUS
Moore	BDC/Joslyn 71-SB-PM, -DP	6830 Cortona Drive	073-140-016	TPM of 3 parcels 171,526 SF M-RP buildings	Pending (Inactive)
Hanson	Los Carneros Pointe 45-SB-DP, -RZ, -OA, etc.	Los Carneros Road/ Los Carneros Way	073-330-030, 073-330-012, and others	31,051 SF commercial development including a day-care facility, restaurant, shops, and office	Pending
Miller (OT)	McClean's Auto Body 65-SB-DP	5989 Daley Street	071-152-019	Development Plan for 1,963 SF auto body shop	Pending
Hanson (OT)	Meyer-Thrifty 64-SB-DP	5971 Placencia Street	071-182-007	1,682 SF car rental agency office	Pending
Miller (OT)	Page Hotel 35-SB-DP et al	No assigned address; W. side of Kellogg at Ekwill alignment	071-130-023	178,000 SF hotel (247 rooms) 11,000 SF spa 6,000 SF restaurant	Pending (Inactive)
Mullane	Costco Gas Station 40-SB-DP	7095 Marketplace Drive	073-440-014	10,800 SF 4-island gas station	Pending
Hanson	Village at Los Carneros 03-050-TM, -DP, etc.	S. Los Carneros Road Cortona/Castilian Drives	073-330-024 & 073-330-027	275 residential units	Pending (Same site as approved Campus Pointe project)
Kolwitz	Taylor Parcel Map 03-053-PM	590 N. Kellogg Avenue	069-100-003	3 new parcels	Pending
Mullane	Sandpiper Golf Course Renovations 32-SB-DP, et al	7925 Hollister Avenue	079-210-059	Renovation and redevelopment of existing golf course	Pending (Inactive)
Miller (OT)	Gordon Mixed Use Project 49-SB-CUP/LUP	345 Pine Avenue	071-115-007	2 apartments in an existing 3,462 SF commercial building	Pending

PLANNER	PROJECT	LOCATION	APN	DESCRIPTION	STATUS
Kolwitz	Good Shepherd Lutheran Church 03-136-DP	380 N. Fairview Avenue	069-513-016	Addition of 18,000 SF parish hall	Pending
Kolwitz	Fairview Gardens 03-159-CUP	598 N. Fairview Avenue	069-090-052	5 units for farm-worker housing (2 trailers, 3 yurts), 1 trailer for kitchen facilities, 1 yurt for a farm office (127 SF)	Pending
Moore	Citrus Village 04-226-DP; TM	7388 Calle Real	077-490-043	11 residential units	Pending
Hanson	Bacara Completion Phase 05-034-DP, -TM	8301 Hollister Avenue	079-200-013	168,535 SF (62 suites)	Pending
Moore	Housing Authority 05-059-PM; DP AM02	5575 Armitos Avenue	071-090-085	Division of 2.43 acres into two parcels of 2.19 and 0.24 acres; addition of 1 new assisted living unit (4 rooms)	Pending
Hanson	City of Goleta Western Snowy Plover Habitat Management Plan 05-116-DP	Ellwood-Devereux	079-210-067, 079-210-024, and others	Western Snowy Plover Habitat Management Plan	Pending
Hanson	Rancho Mobile Home Park Subdivision (Guggenheim) 05-140-TM	7465 Hollister Avenue	079-210-058	Subdivision of a 17.84 acre rental mobile home park property (150 existing mobile homes).	Pending
Figg	Marriott Residence Inn 07-007-GP, -RZ, -DP	6300 Hollister Avenue	073-050-020	98,000 SF, 140-room hotel	Pending
Figg	Rincon Palms Hotel 07-020-RZ, -DP	6800 Block Cortona Drive	073-140-004	59,600 SF, 112-room hotel	Pending

PLANNER	PROJECT	LOCATION	APN	DESCRIPTION	STATUS
Kolwitz	Sturgeon Building 06-180-DP	SEC Los Carneros and Calle Real	077-160-040	14,000 SF retail/medical office	Pending
Moore	Haskell's Landing 07-102-GP, -TM, -DP, -DRB	Hollister Avenue w/o Las Armas Road	079-210-049	102 residential units	Pending
	APPROVED	**PROJECTS**			
Hanson	Campus Pointe 34-SB-DP, 38-SB-PM et al (Lots 2 and 5)	S. Los Carneros Road Cortona/Castilian Drives	073-330-024 and 073-330-027	2 M-RP buildings totaling 204,000 SF	Approved (on hold during processing of Villages at Los Carneros project)
Kolwitz	Camino Real Marketplace – Skating Facilities 95-DP-026	Santa Felicia Drive	073-440-022	46,000 SF ice rink 85 x 200 roller rink	Approved
Kolwitz (OT)	Fairview Corporate Center 74-SB-DP	420 S. Fairview Avenue	071-130-057, -061, -062	73,203 SF M-RP building	Approved
Moore (OT)	Sumida Gardens 94-DP-007 RV01 03-098-LUP	5501 Overpass Road	071-330-012	200 units	Approved
Hanson	Quixote Fund 00-DP-030	275 Mathilda Drive	079-554-009	2 units	Approved
Kolwitz	Robinson LLA-related lots	Baker, Violet and Daffodil Lanes	077-141-053, 077-141-070 & others	13 units (6 approved and 7 under construction)	Approved
Moore	Sares - Regis 55-SB-SCD	6767 Hollister Avenue	073-450-005	2,800 SF storage space	Approved

PLANNER	PROJECT	LOCATION	APN	DESCRIPTION	STATUS
Moore	Cabrillo Business Park 37-SB-DP et al	6767 Hollister Avenue	073-450-005	Business Park with new structures totaling 714,600 SF (R&D, self storage, onsite service related uses)	Approved
Moore (OT)	Stokes Industrial Building 02-084-DP	East side of Technology Drive	071-170-085	5,000 SF industrial building	Approved
	PROJECTS	**UNDER**	**CONSTRUC**	**TION/OCCUPIED**	
Kolwitz	Robinson LLA-related lots	Baker, Violet and Daffodil Lanes	077-141-053, 077-141-070 & others	13 units (SFDs; 6 approved and 7 under construction)	Occupied
Moore (OT)	Old Town Inn and Village 63-SB-RZ, TM, DP	5665 Hollister Avenue	071-130-059, -060	53,892 SF 98-room hotel 998 SF retail/commercial space 59,226 SF for 37 units and garages	Under Construction
Mullane	Comstock Homes 67-SB-TM	7800 block of Hollister Avenue	079-210-067	62 residential units (SFDs)	Under Construction
Kolwitz	Live Oak Unitarian Church Phase 2 92-CP-066	820 N. Fairview Avenue	069-070-028	2,996 SF sanctuary; 316 SF restroom facility	Under Construction
Miller (OT)	Nuovo Edificio 28-SB-DP	747 S. Kellogg Avenue	071-170-068	3,635 SF industrial building	Under Construction
Miller (OT)	Cislo 04-03-DP AM01	757 S. Kellogg Avenue	071-170-041	Remove office trailer; add 900 SF to existing developed M-1 property	Under Construction

	Residential Units	Commercial/Industrial SF
Pending	402	1,089,927
Approved	208	1,057,603
Under Construction	106	59,094
TOTAL	610*	2,206,624**

NOTE:

1. OT = Old Town
2. Wireless and Energy projects are not included in this table.
3. *Total of 615 units assumes the 275 unit Village at Los Carneros project is developed (and the 204,000 SF Campus Pointe project would not be developed).
4. **Total of 2,234,474 SF assumes the 204,000 SF Campus Pointe project is constructed (and the 275 unit Village at Los Carneros project would not be developed).

ATTACHMENT D

California Red-Legged Frog and Other Wildlife Survey Report

CALIFORNIA RED-LEGGED FROG AND OTHER WILDLIFE SURVEY REPORT

San Jose Creek Capacity Improvement Project

City of Goleta, Santa Barbara County, California

Prepared by

Science Applications International Corporation
525 Anacapa Street
Santa Barbara, California 93101

January 2007

Introduction

The following report summarizes the California red-legged frog (*Rana aurora draytonii*) and other wildlife surveys conducted within and around the San Jose Creek Capacity Improvement Project located on the San Jose Creek in Goleta, California. This report describes the survey methods and results and provides a habitat characterization in terms of California red-legged frog habitat in the survey area.

Purpose

The City of Goleta is proposing a capital improvements project along a section of San Jose Creek at the Hollister Avenue bridge consistent with Policies and Implementation Actions identified in the City of Goleta General Plan, 2006. The proposed project is the design and installation of modifications to the existing concrete channeling and flood protection to provide improved flood protection. Components of the proposed project include the removal and replacement of existing concrete channeling with an improved channel design, removal and widening of the existing Hollister Avenue bridge, and relocation of an existing sewer line currently suspended from a metal bridge over the creek. The line would be relocated underneath State Route 217.

Methods

The USFWS has developed a specific protocol for biologists to accurately survey for California red-legged frogs. By using the methods described in USFWS protocols, the surveys could later be accepted as verifying the species' presence.

USFWS protocol surveys were conducted for California red-legged frogs by SAIC biologist, Ted Mullen on May 25, 26, and June 1 and 26, 2005. As required in the 1995 USFWS Survey Protocols, surveys consisted of two daytime and two nighttime surveys of all appropriate habitat within the project boundary. The San Jose Creek drainage was surveyed for approximately 2,000 feet upstream and 2,500 feet downstream of the Hollister Avenue bridge. The USFWS protocol requires red-legged frog surveys to be conducted between May 1 and November 1. Daytime surveys for this species were conducted on May 25 and June 1. Nighttime surveys were conducted on May 26 and June 26, 2005.

Nighttime surveys consisted of the biologist walking around the periphery of suitable aquatic habitat using a flashlight to detect eye-shine from red-legged frogs. The field surveys focused on identifying the presence of California red-legged frogs or habitat that could be used by the species for breeding, summer refuge or as migratory corridors.

Observations of other wildlife were recorded during the day and night surveys.

Survey Results

The San Jose Creek drainage within the survey area was flowing at the time of the 2005 surveys. No California red-legged frogs were observed in this area during any of the protocol surveys. Several habitat requirements for California red-legged frog were present in the creek upstream of the Hollister Avenue bridge including flowing water, deeper pools, and a vegetation community in the bottom and along the slopes of the drainage (which included a mixture of willow riparian vegetation and non-native weedy species in upland areas). However, this part of the drainage also showed a high level of disturbance including trash, non-native weedy species in the upland areas, and close proximity to heavy human use. In addition, the area is very close to housing which means pets are likely visitors in the drainage. On both night surveys several raccoons were observed following the biologist during the duration of the survey, and other non-native species were observed (crayfish and mosquito) fish in the channel; both of these species are known predators of amphibian eggs.

Due to the lack of any observations of the species and the high level of disturbance in the creek, the channel up and down stream of the Hollister Avenue bridge is not considered to be suitable habitat for California red-legged frogs except as a possible travel corridor during the rainy season.

Other wildlife species observed in the project area:

> Pacific treefrog (*Hyla regilla)*, western fence lizard (*Sceloporus occidentalis)*, raccoon (*Procyon lotor)*, spotted sandpiper (*Actitis macularia)*, turkey vulture (*Cathartes aura)*, red-tailed hawk (*Buteo jamaicensis)*, red-shouldered hawk (*Buteo lineatus)*, great blue heron (*Ardea herodias)*, green heron (*Butorides virescens)*, mallard (*Anas platyrhynchos)*, mourning dove (*Zenaida macroura)*, rock dove (*Columba livia)*, Anna'a hummingbird (*Calypte anna)*, Nuttall's woodpecker (*Picoides nuttallii)*, acorn woodpecker (*Melanerpes formicivorus)*, American crow (*Corvus brachyrhynchos)*, western scrub jay (*Aphelocoma californica)*, cliff swallow (*Petrochelidon pyrrhonota)*, ash-throated flycatcher (*Myiarchus cinerascens)*, black phoebe (*Sayornis nigricans)*, oak titmouse (*Baeolophus inornatus)*, bushtit (*Psaltriparus minimus)*, Bewick's wren (*Thryomanes bewickii)*, house wren (*Troglodytes aedon)*, northern mockingbird (*Mimus polyglottos)*, common yellowthroat (*Geothlypis trichas)*, Hutton's vireo (*Vireo huttoni)*, spotted towhee (*Pipilo maculatus)*, California towhee (*Pipilo crissalis)*, song sparrow (*Melospiza melodia)*, white-crowned sparrow (*Zonotrichia leucophrys)*, house sparrow (*Passer domesticus)*, house finch (*Carpodacus mexicanus)*, lesser goldfinch (*Carduelis psaltria)*, and European starling (*Sturnus vulgaris).*

Although no bats were observed or heard at the Hollister Avenue bridge during the night California red-legged frog surveys, the bridge potentially could be used by bats for roosting. The bridge also could be used by nesting swallows although no nests were recorded during the day surveys.

Conclusions/Recommendations

1. Activities that restore riparian vegetation and maintain clean water flow within the Creek channel near the project boundary will increase the habitat value for California red-legged frogs and other riparian species. Although this species has not been recorded in the drainage, habitat improvements that would result in increased water depth and plant cover would increase the likelihood of red-legged frogs using the drainage as summer habitat or a travel corridor. This will in turn increase the value of the deeper pools upstream of the project site as breeding habitat or as summer refuge for the species.

2. The Hollister Avenue bridge should be checked by a qualified biologist for the presence of bats prior to bridge removal and replacement.

3. The bridge should be checked for swallow nests prior to the nesting season, and measures to prevent nesting on the bridge should be implemented if nesting could occur during construction activities at and near the bridge.

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ATTACHMENT E

Mitigation, Monitoring, and Reporting Plan

San Jose Creek Capacity Improvement Project Mitigation Monitoring and Reporting Plan					
Mitigation Measure	**Implementation Procedure or Action**	**Organization Responsible for Implementation**	**Reporting/ Notification Requirement**	**Compliance Schedule**	**Verification of Compliance**
AIR QUALITY					
AQ1	Dust Control: Dust generated by construction activities shall be kept to a minimum with a goal of retaining dust on the site. The following dust control measures listed below shall be implemented by the applicant. a) During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease. b) During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour. c) After clearing, grading, earth-moving, or excavation is completed, the disturbed area must be treated by watering or revegetating; or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. d) Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. e) Trucks transporting fill material to and from the site shall be tarped from the point of origin.	Construction Contractor	Dust control measures shall be identified on all final construction plans.	Prior and During Construction	Responsible Party: City Staff Date: Ongoing
AQ2	Dust Monitoring: The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress.	Construction Contractor	N/A	Prior and During Construction	Responsible Party: City Staff Date: Ongoing
BIOLOGICAL RESOURCES					
BIO1	Red-legged Frog: A qualified monitor shall be present during installation of any water diversions, initial vegetation clearing, and excavation/rock placement work upstream of Hollister Avenue. The monitor will check the area for red-legged frogs prior to the work. If any are found, work would be halted until the frogs leave the work area or until consultation with the USFWS has been completed and authorization for take has been authorized so that they can be relocated upstream to suitable habitat by the monitor.	City of Goleta	City shall have qualified RLF biologist on retainer; Construction Contractor shall provide advanced notice and schedule for activities requiring monitor.	Prior and During Construction	Responsible Party: Contractor/Bio Monitor Date: Ongoing

San Jose Creek Capacity Improvement Project Mitigation Monitoring and Reporting Plan					
Mitigation Measure	**Implementation Procedure or Action**	**Organization Responsible for Implementation**	**Reporting/ Notification Requirement**	**Compliance Schedule**	**Verification of Compliance**
BIO2	Native Trees: A Native Tree Protection and Replacement Plan (NTRP) shall be prepared by a certified arborist or qualified expert and approved prior to vegetation clearing. All native trees to be removed, except willows which are included in the Riparian Vegetation Protection and Replacement Plan below, will be covered. This plan can be developed as a component of the Landscape Plan.	City of Goleta	Prepare NTPRP	Prior to Construction	Responsible Party: Contractor/Bio Monitor Date: Ongoing
BIO3	Riparian Vegetation: A Riparian Vegetation Protection and Replacement Plan (RVPRP) shall be prepared and approved prior to vegetation clearing. This plan can be developed as a component of the Landscape Plan.	City of Goleta	Prepare RVPRP	Prior to Construction	Responsible Party: Contractor/Bio Monitor Date: Ongoing
BIO4	Breeding Birds: The pre-approved Riparian Vegetation Protection and Replacement Plan shall include seasonal constraints on vegetation removal and nesting bird survey specifications to reduce impacts to nesting birds within the work area.	City of Goleta	N/A	Prior to Construction	Responsible Party: Contractor/Bio Monitor Date: Ongoing
CULTURAL RESOURCES					
ARCH1	Cultural Resources Monitoring: Onsite monitoring by a qualified archeologist and appropriate Native American observer shall occur during all grading, excavation, and site preparation that involves earth moving operations. In the unlikely event archaeological remains or cultural resources are encountered during construction in the proposed project area, work shall be stopped immediately or redirected and the City shall be notified. A qualified archaeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition. Disposition would be determined by the City in conjunction with the affected Native American nation.	City of Goleta	A report of findings is required if archaeological remains or cultural resources are encountered during the project.	Prior and During Construction	Responsible Party: City Staff Date: Ongoing

San Jose Creek Capacity Improvement Project Mitigation Monitoring and Reporting Plan					
Mitigation Measure	**Implementation Procedure or Action**	**Organization Responsible for Implementation**	**Reporting/ Notification Requirement**	**Compliance Schedule**	**Verification of Compliance**
HAZARDS & HAZARDOUS MATERIALS					
HAZ1	<u>Contaminated Soils:</u> Unless otherwise authorized by the City of Goleta and Santa Barbara County Fire Protection Services District, contaminated soils or contamination within the project construction footprint shall be remediated prior to or during subsurface construction activities. Remediation shall occur in compliance with local, state, and federal regulations and as directed by the Santa Barbara County Fire Protection District, Santa Barbara County Leaking Underground Fuel TankLUFT Program, and/or Regional Water Quality Control Board, including but not limited to the presence of a regulatory monitor, specific handling or disposal of contaminated materials, and/or soil testing. Soil remediation shall be completed such that contamination levels are below health screening levels established by OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the remediation. Additionally, only clean soil shall be used as backfill.	City of Goleta, Construction Contractor, Santa Barbara County Fire Protection Services District	Immediate notification of City staff if contaminated soils are encountered.	Prior and During Construction	<u>Responsible Party:</u> City Staff <u>Date:</u> Ongoing
HYDROLOGY & WATER QUALITY					
WQ1	<u>Storm Water Pollution Prevention Plan (SWPPP):</u> A SWPPP shall be prepared under the provisions of a Construction General Storm Water Permit and specifically include measures to: (1) prevent erosion and sediment runoff from the construction site and from the post-construction site that could cause sedimentation in the creek or Goleta Slough; and (2) prevent discharge of construction materials, contaminants, washings, concrete, fuels, and oils to the creek. These measures shall include, at a minimum, physical devices to prevent sedimentation and discharges (e.g., silt fencing, straw bales), and routine monitoring of these devices and revegetation of disturbed soils that would remain exposed after construction. BMPs shall be developed and implemented based on the following guidance manuals: California Storm Water Best Management Practice Handbook (Stormwater Quality Task Force 1993) and Caltrans Storm Water Quality Handbook – Construction Contractor's Guide and Specifications (Caltrans 1997). Types of BMPs that would be implemented as appropriate to site conditions include: Stockpile Management BMPs, Grading and Filling BMPs, Dewatering BMPs, and Waste Management BMPs.	Construction Contractor	Prepare SWPPP	Daily Prior and During Construction	<u>Responsible Party:</u> on-site construction management personnel or environmental monitor <u>Date:</u> Ongoing

San Jose Creek Capacity Improvement Project Mitigation Monitoring and Reporting Plan					
Mitigation Measure	**Implementation Procedure or Action**	**Organization Responsible for Implementation**	**Reporting/ Notification Requirement**	**Compliance Schedule**	**Verification of Compliance**
WQ2	Contaminated Water: Any project-related dewatering activities shall either discharge into the sanitary sewer, under permit with Goleta Sanitary District, or comply with the National Pollutant Discharge Elimination System (NPDES) permit regulations and an associated SWPPP regarding discharge into storm drains and/or directly into San Jose Creek. Such permit requirements typically include on-site treatment to remove pollutants prior to discharge. Effluent analyses should include, but not be limited to, TPH and BTEX. Alternatively, the water shall be temporarily stored onsite in holding tanks, pending off-site disposal at a disposal facility approved by the RWQCB. An NPDES-mandated SWPPP shall include measures ensuring that potential pollutant-contaminated waters encountered during excavation would be isolated and collected for transportation to a hazardous waste treatment facility prior to their discharge into the storm drain system or directly into San Jose Creek.	Construction Contractor, City of Goleta Staff	Immediate notification of City staff if contaminated soils are encountered.	Daily Prior and During Construction	Responsible Party: on-site construction management personnel or environmental monitor Date: Ongoing
NOISE					
N1	Noise Prevention: Construction activities for the proposed project shall be limited to weekdays between the hours of 8:00 a.m. and 5:00 p.m., in accordance with the City of Goleta General Plan Noise Element Policy 6.4.	Construction Contractor	N/A	During Construction	Responsible Party: City Staff Date: Ongoing
N2	Noise Control: All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.	Construction Contractor	N/A	During Construction	Responsible Party: City Staff Date: Ongoing

San Jose Creek Capacity Improvement Project Mitigation Monitoring and Reporting Plan					
Mitigation Measure	**Implementation Procedure or Action**	**Organization Responsible for Implementation**	**Reporting/ Notification Requirement**	**Compliance Schedule**	**Verification of Compliance**
TRANSPORTATION & TRAFFIC					
TRANS1	Traffic Management Plan: A qualified traffic engineer shall prepare a traffic management plan that defines how traffic operations will be managed and maintained on roadways during each phase of construction including any detours, signage, lane closures, or utility relocation work.	City of Goleta	Prepare a Traffic Management Plan	Prior and During Construction	Responsible Party: Contractor Date: Ongoing
TRANS2	Repairs and Refurbishments: Kellogg Avenue will be repaired and refurbished to City of Goleta standards for "Minor Arterials" following project construction.	City of Goleta	N/A	After Construction	Responsible Party: City Staff Date: Ongoing
TRANS3	Design Plan Review: A qualified traffic engineer will review and approve final design plans for alterations to Kellogg Avenue resulting from the proposed project.	City of Goleta	N/A	Prior to Construction	Responsible Party: City Staff Date: Ongoing
UTILITIES & SERVICE SYSTEMS					
UTIL1	Construction Waste Recycling: Demolition and/or excess construction materials shall be separated onsite or offsite for reuse/recycling or proper disposal (e.g., concrete, asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite or separated offsite.	Construction Contractor	N/A	During Construction	Responsible Party: City of Goleta Date: Ongoing

ATTACHMENT F

Public Comment Letters

For Draft MND (March 2007)

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

CITY OF GOLETA
CALIFORNIA
APR 9 2007
RECEIVED

April 5, 2007

George Amoon
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Subject: San Jose Creek Capacity Improvement Project
SCH#: 2007031035

Dear George Amoon:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 4, 2007, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2007031035
Project Title San Jose Creek Capacity Improvement Project
Lead Agency Goleta, City of

Type **Neg** Negative Declaration

Description The proposed project involves constructing modifications to the existing concrete channel to provide improved flood protection. Components of the project include removal and replacement of the Hollister Avenue bridge and removal and replacement of portions of the existing concrete channeling with an improved channel design including removing a 430 foot concrete section to be left unpaved as a natural stream bottom. The project also includes removal of a secondary steel bridge (located approximately 100 feet downstream of the Hollister Avenue Bridge) and relocation of an existing sewer line currently suspended from it.

Lead Agency Contact

Name George Amoon
Agency City of Goleta
Phone (805) 961-7500 **Fax**
email
Address 130 Cremona Drive, Suite B
City Goleta **State** CA **Zip** 93117

Project Location

County Santa Barbara
City Goleta
Region
Cross Streets Hollister Avenue / Kellogg Avenue
Parcel No.
Township **Range** **Section** Varies **Base**

Proximity to:

Highways US 101 and SR 217
Airports Santa Barbara Municipal Airport
Railways UPRR
Waterways San Jose Creek, San Pedro Creek, Atascadero Creek, Maria Ygnacio Creek, Los Carneros Creek,
Schools Teco
Land Use Kellogg ES, Hollister ES, El Camino ES, Foothill ES, La Patera E
Project passes through several designations:
GP: Public/Quasi-Public, Old Town, Planned Residential
Z: C-2, DR-10, M-1, M-S-Gol

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Cumulative Effects; Flood Plain/Flooding; Noise; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Wildlife

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Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 3; Department of Parks and Recreation; Native American Heritage Commission; Office of Historic Preservation; Department of Fish and Game, Region 5; Department of Water Resources; California Coastal Commission; California Highway Patrol; Caltrans, District 5; Caltrans, Division of Aeronautics; State Lands Commission

---

Date Received 03/06/2007 **Start of Review** 03/06/2007 **End of Review** 04/04/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

March 14, 2007

RECEIVED
MAR 16 2007
STATE CLEARING HOUSE

clear
4/4/07
e

George Amoon
City of Goleta, Community Services Department
130 Cremona Drive, Suite B
Goltea, CA 93117

RE: SCH# 2007031035- San Jose Creek Capacity Improvement Project, Santa Barbara County.

Dear Mr. Amoon:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

✓ Contact the appropriate Information Center for a record search to determine:
  - If all or a part of the APE has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.

✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

✓ Contact the NAHC for a Sacred Lands File Check (SFL).
  - **SFL Check Completed, indicating potential impact to NAHC Site Nos. n-sba8, n-sba-10 and n-sba12 (Goleta USGS quadrangle).**
    Please contact Diane Napoleone to determine if your project will impact this site. Her address and telephone number are on the attached *Native American Contacts* list.

    The absence of specific site information in the Sacred Lands File does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites (see below).

✓ Contact the NAHC for a list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures.
  - **Native American Contacts List attached**
    The NAHC makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend other with specific knowledge. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received. If you receive notification of change of addresses and phone numbers from any these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information.

Lack of surface evidence of archeological resources does not preclude their subsurface existence. Lead agencies should include in their mitigation plan:

- Provisions for the identification and evaluation of accidentally discovered archeological resources, per CEQA Guidelines §15064.5(f).
- Provisions for monitoring all ground-disturbing activities in areas of identified archaeological sensitivity by a archaeologist meeting the professional qualifications as defined in the in the *Secretary of the Interior's Standards and Guidelines* for archaeology and a culturally affiliated Native American monitor.
- Provisions for the curation of recovered artifacts, per CEQA Guidelines 15126.4(5)(b)(3)(C), in consultation with culturally affiliated Native Americans.
- Provisions for discovery of Native American human remains. Health and Safety Code §7050.5, CEQA Guidelines §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Government Program Analyst
(916) 653-4040

CC: State Clearinghouse

State of California – The Resources Agency
ARNOLD SCHWARZENEGGER, *Governor*
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201

Received after April 4 comment deadline.

April 10, 2007

CITY OF GOLETA
CALIFORNIA
APR 10 2007
RECEIVED

Mr. George Amoon
City of Goleta
130 Cremona Drive, Ste. B
Goleta, CA 93117
Fax No.: (805) 685-2635

Draft Mitigated Negative Declaration for the San Jose Creek Capacity Improvement Project SCH #2007031035, Santa Barbara County

Dear Mr. Amoon,

The Department of Fish and Game (Department), has reviewed the above Draft Mitigated Negative Declaration (DMND) for impacts to biological resources. The City of Goleta (City) proposes to modify San Jose Creek at the Hollister Avenue Bridge (bridge) in order to improve flood protection. Proposed project components include bridge replacement, replacement and widening of the concrete-lined channel upstream and downstream of the new bridge, and removal of a separate steel bridge.

The habitat with the potential to be impacted by the project is dense riparian woodland, in an area which is designated as Environmentally Sensitive Habitat (ESHA) by the City. Proposed project impacts include the removal of arroyo willow (*Salix lasiolepis*), coast live oak (*Quercus agrifolia*), and California sycamore (*Platanus racemosa*) trees. Wildlife with the potential to be impacted by the project include the Federally Endangered and State Special Concern Species southern steelhead (*Oncorhynchus mykiss*) and the Federally Threatened and State Special Concern Species California red-legged frog (*Rana aurora draytonii*). Measures proposed to mitigate impacts include a tree protection and replacement plan, a riparian vegetation protection and replacement plan, employment of a biological monitor for pre-construction surveys for California red-legged frog, and avoidance of southern steelhead migration and bird nesting season.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Guidelines §15386(a)) and pursuant to our authority as a Responsible Agency (CEQA Guidelines §15381) over those aspects of the proposed project that come under the purview of the Fish and Game Code Section 1600 et seq. As trustee for the State's fish and wildlife resources, the Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species.

Proposed Project

While we appreciate the concept of removing the concrete bottom and allowing a more naturalized streambed to form as outlined in the proposed project, the City is not proposing to remove the bottom of the entire channelized section, which has been identified as a steelhead migration barrier by the Department and National Marine Fisheries Service (NMFS). It is the entire channelized section, approximately 0.78 mile, which acts as a barrier to migration. As currently proposed the project would not facilitate passage for adult and juvenile southern steelhead as well as other protected aquatic species that historically utilized San Jose Creek. Additionally, the proposed project does not take into consideration that San Jose Creek has been designated as critical habitat for southern steelhead by NMFS on September 2, 2005. The Department encourages the City to work with its steelhead restoration biologist and engineering team to further develop the proposed project to incorporate fish passage. Potential exists for other funding sources to help cover the additional costs associated with including a fish passage component to the project. Another option would be to consider an alternative that could achieve the objectives of flood control and fish passage.

Proposed Alternatives

A range of alternatives to the proposed project were presented in § 6.4 of the DMND, but the City considered they would not provide adequate flood protection or be too costly. However, the Department believes there is an additional alternative that the City should consider.

High water flow from San Jose could be diverted to the existing Old San Jose Channel, which still contains a natural bed and bank for most of the channel. The old channel flows behind the southern end of Rutherford Street, across Pine, and behind Daley, Matthews and Olney, Placencia and Corta Streets; then south to the confluence of San Pedro, where some of the water flows into San Pedro, and some into the new San Jose.

The old and new San Jose channels are only 1300 feet apart at the Hollister Bridge. The old channel flows west of the new channel, and was diverted along Highway 217 to send water faster to Goleta Slough. Some additional steps may be needed, including: the removal of giant cane (*Arundo donax*), along with sediments, and piping the high water flows for about 300 feet under Kellogg Avenue. But the river could then flow in an open channel for 700 feet to connect with the old channel.

Thank you for this opportunity to provide comment. Questions regarding this letter and further coordination on these issues should be directed to Ms. Natasha Lohmus, Environmental Scientist, at (805) 684-6281.

Sincerely,

Dal A. Hayes

FOR Larry L. Eng, Ph.D.
Regional Manager
South Coast Region

cc: Ms. Betty Courtney
Department of Fish and Game
Santa Clarita, California

Ms. Natasha Lohmus
Department of Fish and Game
Santa Barbara, California

Ms. Mary Larson
Department of Fish and Game
Los Alamitos

Mr. Martin Potter
Department of Fish and Game
Ojai

Mr. Scott Morgan
State Clearinghouse
Sacramento, California

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3111
FAX (805) 549-3329
TDD (805) 549-3259
http://www.dot.gov/dist05

April 2, 2007

SB - 217
PM - Var

George Amoon
Community Services
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA. 913117

Dear Mr. Amoon;

RE: Comments Regarding the Draft Mitigated Negative Declaration / Environmental Assessment for the San Jose Creek Capacity Improvement Project

The California Department of Transportation (Caltrans) has reviewed the above referenced Environmental Document and as a result, the following comments were generated.

1. The cover sheet identifies this document as an Environmental Assessment but there is no reference to the Federal Agency approving the NEPA document and no signature from a lead Federal Agency approving the document for public circulation. The introduction states that the intent of the document is to satisfy both CEQA and NEPA and that there may be funding from FHWA and FEMA. Federal funding through FHWA would require that the Environmental Assessment be approved by Caltrans and FHWA prior to the public release of the environmental document. Without prior approval from the Federal Agency, the environmental document does not meet the requirements of NEPA.

2. The Draft Mitigated Negative Declaration / Environmental Assessment identifies potential adverse effect to California red-legged frog and Steelhead. Both species are federally listed threatened/endangered species. There is no indication that Section 7 consultation has been initiated between the Lead Federal Agency (FHWA and/or FEMA) and NOAA Fisheries and/or U.S. Fish and Wildlife Service. Section 7 is normally completed prior to the public release of a draft NEPA document and must be completed before a NEPA determination can be made.

3. The Draft Mitigated Negative Declaration / Environmental Assessment identifies potential adverse effect to cultural resources. There is no indication that Section 106 consultation has been initiated between the Lead Federal Agency (FHWA and/or FEMA) and SHPO. Section 106 consultation is normally completed prior to the public release of a draft NEPA document and must be completed before a NEPA determination can be made.

4. The project will have at least one sewer main crossing and traffic control. If the drainage improvements are in our right of way they will need an encroachment permit. That portion of our right of way would have likely been deeded to County Flood Control.

5. Due to the preliminary nature of the information describing this project some items may not have been identified in this review. Significant mitigation measures while not identified at this point may be required as a condition of the encroachment permit for any work within the State Highway System. Detailed information such as complete engineering drawings, traffic studies, hydraulic calculations and environmental reports outlining impacts to environmental resources (biological, cultural, visual, etc.) within the state R/W may need to be identified, quantified and submitted for the Encroachment Permit review. These as well as other documents may need to be submitted and reviewed as part of the encroachment permit application before Caltrans can make a final determination as to the appropriateness of the mitigation measures within the State Highway System. The recommendations made in this review should be considered preliminary and subject to change based on more detailed review of the applicants final engineered construction level plans, final engineered traffic studies and actual field review of the proposed project site. In all cases, any deviation from Caltrans Design standards should not be considered to be a viable option until the applicant has been issued an approved exception to Design Standards.

If you have any questions, or need further clarification on items discussed above, please don't hesitate to call Joseph Londono at (805) 549-3615.

Sincerely;

Joseph Londono

Joseph Londono
District 5
Development Review

STATE OF CALIFORNIA Arnold Schwarzenegger, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

March 14, 2007

George Amoon
City of Goleta, Community Services Department
130 Cremona Drive, Suite B
Goltea, CA 93117

RE: SCH# 2007031035- San Jose Creek Capacity Improvement Project, Santa Barbara County.

Dear Mr. Amoon:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

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  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
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  - **SFL Check Completed, indicating potential impact to NAHC Site Nos. n-sba8, n-sba-10 and n-sba12 (Goleta USGS quadrangle).**
    Please contact Diane Napoleone to determine if your project will impact this site. Her address and telephone number are on the attached *Native American Contacts* list.

    The absence of specific site information in the Sacred Lands File does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites (see below).
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  - **Native American Contacts List attached**
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Lack of surface evidence of archeological resources does not preclude their subsurface existence. Lead agencies should include in their mitigation plan:

- Provisions for the identification and evaluation of accidentally discovered archeological resources, per CEQA Guidelines §15064.5(f).
- Provisions for monitoring all ground-disturbing activities in areas of identified archaeological sensitivity by a archaeologist meeting the professional qualifications as defined in the in the *Secretary of the Interior's Standards and Guidelines* for archaeology and a culturally affiliated Native American monitor.
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- Provisions for discovery of Native American human remains. Health and Safety Code §7050.5, CEQA Guidelines §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Government Program Analyst
(916) 653-4040

CC: State Clearinghouse

Native American Contacts
Santa Barbara County
March 14, 2007

Ernestine DeSoto
1027 Cacique Street, #A — Chumash
Santa Barbara, CA 93103
(805) 962-3598

Puilulaw Khus
2001 San Bernardo Creek — Chumash
Morro Bay, CA 93442

Beverly Salazar Folkes
1931 Shadybrook Drive — Chumash
Thousand, CA 91362 — Tataviam
805 492-7255 — Fernandeño

Julie Lynn Tumamait
365 North Pole Ave — Chumash
Ojai, CA 93023
jtumamait@hotmail.com
(805) 646-6214

Owl Clan
Dr. Kote & Lin A-Lul'Koy Lotah
48825 Sapaque Road — Chumash
Bradley, CA 93426
(805) 472-9536

Patrick Tumamait
992 El Camino Corto — Chumash
Ojai, CA 93023
yanahea2@aol.com
(805) 640-0481
(805) 216-1253 Cell

Santa Ynez Band of Mission Indians
Vincent Armenta, Chairperson
P.O. Box 517 — Chumash
Santa Ynez, CA 93460
varmenta@santaynezchumash.org
(805) 688-7997
(805) 686-9578 Fax

San Luis Obispo County Chumash Council
Chief Mark Steven Vigil
1030 Ritchie Road — Chumash
Grover Beach, CA 93433
pshoemaker@santaynezchumash.org
(805) 481-2461
(805) 474-4729 - Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2007031035, San Jose Creek Capacity Improvement Project, Santa Barbara County.

Native American Contacts
Santa Barbara County
March 14, 2007

John Ruiz
1826 Stanwood Drive
Santa Barbara , CA 93103
(805) 965-8983
Chumash

Stephen William Miller
189 Cartagena
Camarillo , CA 93010
(805) 484-2439
Chumash

John Sespe
P.O. Box 303
Pala , CA 92059
(760) 742-2274
Chumash

Santa Ynez Tribal Elders Council
Adelina Alva-Padilla, Chair Woman
P.O. Box 365
Santa Ynez , CA 93460
elders@santaynezchumash.org
(805) 688-8446
(805) 693-1768 FAX
Chumash

Gilbert M. Unzueta Jr.
571 Citation Way
Thousand , CA 91320
(805) 375-7229
Chumash

Randy Guzman - Folkes
233 Maclay Street, PO BOX 308
San Fernando , CA 91340
ndnrandy@hotmail.com
(805) 501-5279 (cell)
Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

Diane Napoleone and Associates
Diane Napoleone
6997 Vista del Rincon
La Conchita , CA 93001
dnaassociates@sbcglobal.net
805-643-7492
Chumash

Charles S. Parra
P.O. Box 6612
Oxnard , CA 93031
(805) 340-3134 (Cell)
(805) 488-0481 (Home)
Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2007031035, San Jose Creek Capacity Improvement Project, Santa Barbara County.

Native American Contacts
Santa Barbara County
March 14, 2007

Richard Angulo
P.O. Box 182
Salome , AZ 85348
Chumash

Santa Ynez Band of Mission Indians
Sam Cohen, Tribal Administrator
P.O. Box 517
Santa Ynez , CA 93460
(805) 688-7997
(805) 686-9578 Fax
Chumash

Carol A. Pulido
165 Mountainview Street
Oak View , CA 93022
805-649-2743 (Home)
Chumash

Melissa M. Para-Hernandez
119 North Balsam Street
Oxnard , CA 93030
805-988-9171
Chumash

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2007031035, San Jose Creek Capacity Improvement Project, Santa Barbara County.

Our Vision Clean Air

Santa Barbara County
Air Pollution Control District

TO: City of Goleta - Department of Planning

ATTN: George Amoon

FROM: Vijaya Jammalamadaka VJ

DATE: March 14, 2007

CASE #: Goleta 06-127-DP (CZ) Goleta San Jose Creek Capacity Improveme
(APN)

CITY OF GOLETA
CALIFORNIA
MAR 16 2007
RECEIVED

The Air Pollution Control District has reviewed the referenced case and offers the following:

__ The APCD has no comment on this project at this time.

__ Applicant must be issued an APCD permit prior to construction or operation of this project.

__ Applicant must apply for an APCD permit exemption prior to land use clearance.

__ The applicant should determine whether the structure(s) proposed for demolition contains asbestos that is friable or has the potential to become friable during demolition or disposal. If the structure does contain friable asbestos, the asbestos should be removed by a contractor that is state certified for asbestos removal.

Att Applicant is required to complete the attached "Asbestos Demolition/Renovation Notification" form. The completed form should be mailed to the Santa Barbara APCD and EPA Region IX no later than the date specified in number 2 of the instructions. (for the two bridges)

X Standard dust mitigation measures (dated September 1996) are recommended for all construction and/or grading activities. The name and telephone number of an on site contact person must be provided to the APCD prior to issuance of land use clearance.

Attachment

cc:

Project File
TEA Chron File

SANTA BARBARA COUNTY
AIR POLLUTION CONTROL DISTRICT
STANDARD DUST CONTROL REQUIREMENTS

1. Dust generated by the development activities shall be retained onsite and kept to a minimum by following the dust control measures listed below. Reclaimed water shall be used whenever possible.

   a. During clearing, grading, earth moving or excavation, water trucks or sprinkler systems are to be used in sufficient quantities, after each day's activities cease, to prevent dust from leaving the site and to create a crust.

   b. After clearing, grading, earth moving or excavation is completed the disturbed area must be treated by watering or revegetating; <u>or</u> by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

   c. During construction, water trucks or sprinkler systems are to be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

2. Importation, Exportation and Stockpiling of Fill Material:

   Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

   Trucks transporting fill material to and from the site shall be tarped from the point of origin.

   If the construction site is greater than five acres, gravel pads must be installed at all access points to minimize tracking of mud on to public roads.

3. Activation of Increased Dust Control Measures:

   The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.

4. Recordation of Mitigation Measures:

   Prior to land use clearance the applicant shall include, as a note on a separate informational sheet to be recorded with map, these dust control requirements. All requirements shall be shown on grading and building plans.

Santa Barbara County
AIR POLLUTION CONTROL DISTRICT
www.sbcapcd.org
Notification for Renovation and Demolition (USEPA Approved)

Please read instructions on pages 4 and 5 and definitions on page 6 before completing this form

Section I. Notification **APCD Identification Number:** ____________________

MAIL TO:
Santa Barbara APCD
Post Office Box 6447
Santa Barbara, CA 93160-6447
(805) 961-8800

PROJECT #: ________________________

TODAY'S DATE: ____________________

Demolition Dates:
*Start Date:__________
Finish Date:__________

Asbestos Abatement Dates:
*Start Date:__________
Finish Date:__________

APCD USE ONLY
Date Rec _________
Pstmrk __________
Check# __________
Amount __________

***You *MUST* start on this date or revise this notification by fax (961-8801) or hand delivery (ONLY revisions may be faxed – fax only this page)**

Emergency (E) _________ (See Definition of Emergency - Prior Approval is Recommended!)
ORIG_______ REV 1 2 3 4 (CIRCLE ONE) CANCL___________

Fees for Asbestos Demolition and Renovation (APCD Rule 210, schedule E)
*Please check box and submit proper amount

	Fee	
Demolition of Regulated Structure: (demolitions require a stand-alone notification, see attached definitions). Each Building	$ 103.30	☐
Asbestos Removal Renovations:		
260 linear or 160 square feet but Less than 500 linear or square feet	$ 413.21	☐
500 or greater but less than 1000	$ 585.38	☐
1000 or greater but less than 2500	$ 785.10	☐
2500 or greater but less than 5000	$ 971.03	☐
5000 or greater but less than 10,000	$1,136.32	☐
10,000 or greater	$1.342.92	☐

- Attach survey and/or declaration of abatement per 40 CFR §61.145(a). -

Section II. Addresses

Asbestos Contractor:
Company Name:______________________________
Contact Name:______________________________
Address:______________________________
City:______________________________
State/Zip:______________________________
Phone:( ) ______________________________
Fax:( ) ______________________________

Owner Address:______________________________
Address:______________________________
City:______________________________
State/Zip:______________________________
Phone:( ) ______________________________

General Contractor (if applicable):
Company Name:______________________________
Contact Name:______________________________
Street Ad:______________________________
City:______________________________
State/Zip:______________________________
Phone:( ) ______________________________

Facility:______________________ Age:_______
Description:______________________________
Street Ad:______________________________
City:______________________________
State/Zip:______________________________
Phone:( ) ______________________________

Section III. Project Specifications Renovation or Demolition (circle one)

Are Asbestos Containing Materials (ACM) present? (Yes / No) **(Attach Survey)**

Asbestos Type & percent %: Amosite ______ Amphibole ______ Chrysotile ______ Other ______

Amount of Asbestos to be Removed

Unit	Total RACM To Be Removed	Non-friable Asbestos Containing Material	
		Category I	Category II
Linear Feet (Pipes)			
Square Feet (Surface Area)			

Section IV. Procedures - Procedure used to detect the presence of Asbestos Containing Materials (ACM):

(circle) visual Bulk sampling PLM PCM TEM

Description of planned demolition or renovation work to be performed and method(s) to be employed, including demolition and renovation techniques to be used and description of facility components:______

______

______

Description of work practices and engineering controls to be used to comply with 40 CFR Part 61, including asbestos removal and waste handling emission control procedures:______

______

______

Section V. Disposal

Waste Transporter #1: Name:______ Tel.#: (   )______
Address:______
City:______ State:______ Zip Code:______

Waste Disposal Site: Name:______ Tel.#: (   )______
Location:______
City:______ State:______ Zip Code:______

Section VI. Governmental Ordered Demolition - Attach Order

Section VII. Emergency Renovations - Call for Approval.

Be prepared to provide the following information: the date and hour the emergency occurred, a description of the sudden and unexpected event, and an explanation of how the event caused an unsafe condition, or would cause equipment damage or an unreasonable financial burden.

Section VIII Unexpected Discovery of Asbestos

Description of procedures to be followed in the event that unexpected Asbestos is found or previously non-friable Asbestos material becomes crumbled, pulverized, or reduced to powder:______

Section IX Trained Individual On-Site (if applicable)

I certify that a trained individual in the provisions of the NESHAP regulation will be on-site during the renovation or demolition and evidence that the required training has been accomplished by this person will be available for inspection during project hours.

____
Type/Print Name of On-site Trained Supervisor (s)

________________________ ______________________________________
cell ph # or/on-site ph #/ pager # Certification # Training ProviderExp Date

Section X. Statement

I certify that the information contained in this notification is complete and correct to the best of my knowledge:

__________________________ ______________
(Signature of Owner/Operator) (Date)

____
Type/Print Name

____
Telephone Number

Additional Comments:

____

____

____

____

____

____

____

INSTRUCTIONS FOR COMPLETING NOTIFICATION

NOTE: Emergency Renovation, as defined by 40 CFR §61.141, means a renovation operation that was not planned but results from a sudden, unexpected event that, if not immediately attended to, presents a safety or public health hazard, is necessary to protect equipment from damage, or is necessary to avoid imposing an unreasonable financial burden. This term includes operations necessitated by non-routine failures of equipment.

Please note that verbal or facsimile notifications will not be accepted. Original notifications must be in writing, received either by mail or by hand delivery. Notifications must be accompanied by payment and survey and/or declaration of abatement. Only revisions and cancellations may be faxed. A revision is required any time the amount of RACM to be abated changes by 20% or more and whenever a reported start date cannot be met.

Section I. Notification

A. A copy of this notification should be sent to the Santa Barbara Air Pollution Control District (APCD) at P.O. Box 6447, Santa Barbara, CA 93160-6447 (for projects being performed in Santa Barbara County).

B. Asbestos notification requirements are as follows:

1. Notification of all Renovations and Demolitions are to be postmarked or delivered to the District 10 working days prior to starting work, unless it is an Emergency Renovation (see definition). Emergencies are defined in the NESHAP regulation.

2. Please state whether the Notification for the Project is an Original, Revision, or Cancellation in the space provided.

3. Attach copy of asbestos survey and/or declaration of abatement.

4. Please check appropriate box for fee submittal. Amount submitted should correspond with fee schedule. NOTE: Notifications received without the appropriate fee are considered incomplete.

5. If a revision to a notification is needed, please write the assigned APCD Identification Number (call 805-961-8800 for number) in the top right-hand corner (space provided) and submit. ***Revisions should be faxed to 961-8801 or hand delivered to arrive before start of work.***

C. **All** demolitions of regulated structures are regulated by NESHAPS and require written notification.

Section II. Addresses

A. Please complete all areas that are applicable. If sections are the same Name and Address (for e.g., Owner and Facility), entering "same" is acceptable.

B. In the event there is no asbestos to remove and no Asbestos Contractor is hired – leave blank.

C. "General Contractor" means the Contractor or company employed by the owner to complete the project.

D. "Facility" means the name, description, and actual street location of the structure/project.

Section III. Project Specifications

A. From the results of your survey identify the types and percent of asbestos present in the structure/facility.

B. The total amount of Regulated Asbestos Containing Material (RACM) must be entered. It is this amount that determines the fees required in Section I.

Section IV. Procedures

A. Please complete all areas that are applicable.

B. Briefly describe the types of ACM to be removed and the removal method(s). i.e. remove acoustic ceiling tiles using wet methods

C. Briefly describe the work practices and engineering controls to be used. i.e. full containment and negative air.

Section V. Disposal - Please complete all areas that are applicable.

Section VI. Government Ordered Demolition - Complete all areas that are applicable and attach a copy of the order.

Section VII. Emergency Renovation – Calling for Prior Approval is Recommended - After initial call please complete all areas of notification that are applicable and submit within 48 hours. Work that definitively qualifies as an emergency may be started immediately. Starting a project early that is not an emergency will result in the issuance of a Notice of Violation and assessment of penalties.

Section VIII. Unexpected Discovery of Asbestos - Briefly describe the procedures to be used in the event of unexpected discovery of asbestos. i.e. cease all work, seal the area, and contact a certified asbestos abatement contractor.

Section IX. Trained Individual On-Site - If there is no asbestos involved in the renovation/demolition, there is no need to have a trained individual on-site and as such you may enter N/A in this block.

Section X. Statement - Certification statement should be signed by the owner of the property or a legal representative of the owner such as the General Contractor or Asbestos Consultant who has authority to sign for him/her. Be advised that whoever signs the notification has the obligation to provide revisions as required.

If you have any questions on completing this form, please contact the APCD Engineering & Compliance Division (ECD) at (805) 961-8800.

ASBESTOS DEMOLITION AND RENOVATION COMPLIANCE CHECKLIST

Read the following, and sign indicating your project is EXEMPT or NOT EXEMPT. Refer to list below for definitions of underlined terms. Note: definitions may differ from Building Department usage.

This document covers demolition and renovation projects of regulated structures (as defined below).

- Non-regulated structures are EXEMPT from reporting to Santa Barbara County Air Pollution Control District (APCD). If project does not involve a regulated structure, it is EXEMPT. **Stop** and sign below.
- Renovation Survey: if a survey shows no Asbestos Containing Material (ACM) your project is EXEMPT unless you are demolishing the structure (see demolition definition).
- Survey: if your survey shows friable ACM (see below) AND the material to be removed is more than 160 square feet or 260 linear feet AND the removal is from a regulated structure, your project is NOT EXEMPT and you must notify APCD. If a survey shows non-friable ACM, AND that material can be removed in that condition, the project is EXEMPT from APCD notification requirements for that removal.

  **Note: ACM removal is also regulated by other agencies. The State of California requires that contractors removing, surveying, or consulting on ACM that is more than 100 square feet be specially licensed.
- Demolition: If you are demolishing (see demolition definition) a regulated structure you **must** notify the APCD. Note: notifications are required even if your survey shows no ACM.

I have read the above and declare the following (sign one of the indicated places):

My project at ____________________________________ is EXEMPT from APCD notification.
address of facility/structure

SIGNED:____________________________________ Phone: __________________

My project is NOT EXEMPT from APCD notification.

SIGNED:____

Note to Applicant and Building Department: please copy this signed form to the permit file.

DEFINITIONS

Asbestos containing material (ACM): any material or product that contains more than 1% asbestos.
Asbestos renovation: the removal of more than 160 square feet or 260 linear feet of ACM.
Category I non-friable ACM: asbestos-containing packings, gaskets, resilient floor covering, and asphalt roofing products. (typically pliable materials, including sealants and mastics)
Category II non-friable ACM: any other ACM that when dry **cannot** be reduced to powder by hand pressure. (typically non-pliable/cementitious materials)
Demolition: the wrecking or taking out of any load-supporting member of a facility together with any related handling operations or intentional burning of any facility. Note: this definition may differ from Building Department usage.
Friable ACM: any ACM that when dry can be crumbled, pulverized, or reduced to powder by normal hand pressure.
Non-friable ACM: any ACM that **cannot** be reduced to powder by normal hand pressure.
Regulated Asbestos Containing Material (RACM): any friable ACM that will be removed during a renovation of a regulated structure. ACM that will become friable due to the removal technique is also regulated. Note: while linoleum flooring is considered Category II ACM while managed in place, removal always renders it friable.
Regulated structure: any commercial structure (past or present), apartment complex, two or more adjacent detached residential buildings, government building, building to be demolished by fire training, urban renewal, or ordered building demolition. ***(Note: stand alone single family residences and those with ATTACHED garages are exempt)***
Survey: a thorough inspection of the facility to determine the presence of asbestos. State and federal regulations require that surveys be done by qualified licensed personnel.

A detailed Policy & Procedure is available upon request.
QUESTIONS? CALL APCD at 805-961-8800. Ask for the asbestos coordinator.

Community Services
130 Cremona Drive, Suite B
Goleta, CA 93117

Attn: George Amoon

Re: San Jose Creek Capacity Improvement Project

April 3, 2007

Goleta City Council and Staff,

Bottiani Properties has great concerns regarding the proposed San Jose Creek Capacity Improvement Project 06-127-DP (CZ). In particular, we are opposed to the removal of the steel bridge crossing San Jose Creek parallel to and just south of Hollister Avenue. We believe the project will severely impact both our property value, and will cause great hardship to our tenants at 5551 – 5553 Hollister Avenue.

1. We currently have a County Flood Control easement over the creek in order to connect our properties at 5551 – 5553 and 5555 Hollister Avenue. By removing the bridge and widening the creek, the project will remove the contiguous access to all the property, as well as physically decrease our property. The result will be a loss in property value.

2. Bridge removal will cause hardship to our tenant Mission City Leasing. In order for the other tenants in the office condominiums behind Mission City leasing to enter and exit the property, Mission City will have to relinquish a large portion of the lot to provide an entrance and exit for the other tenants, thus reducing the useable space to conduct business.

3. Bridge removal will cause a single point of ingress and egress for all tenants at this location. Our concern is one of safety in case of a fire. Without this steel bridge, the project will remove an alternate exit for tenants behind Mission City Leasing.

Bottiani Properties respectfully requests further review of the creek project before removing the steel bridge. We understand that one option is to build a replacement bridge. Although this will require loss of parking space near the Sizzler restaurant, reducing our property value and impacting tenants, we would like the City to include us in the discussion to ensure an equitable solution to this problem. We ask that for remaining project planning in the Hollister Avenue area, we be included in the discussion since our property and small business tenants will be greatly impacted.

Sincerely,

Maureen Bottiani

Maureen Bottiani, Bottiani Properties Manager

Bottiani Properties
P.O. Box 816
Goleta, CA 93116
(805) 845-5033

City of Goleta
Community Services
130 Cremona Drive, Suite B
Goleta, CA 93117

CITY OF GOLETA
CALIFORNIA
APR -3 2007
RECEIVED

Attention: George Amoon
Re: San Jose Creek Project

April 2, 2007

To Whom It May Concern:

As a member of Bottiani Properties LLC, I am writing to address my concerns regarding the San Jose Creek Channel Project. Bottiani Properties LLC owns the steel bridge discussed in this project and all adjacent properties on both sides of the steel bridge. (5551, 5553 5555, 5575, 5559, Hollister and 320 South Kellogg) This project will significantly impact all tenants during and following the construction of the new Hollister Ave. bridge/San Jose Creek channel, as well as removal of the steel bridge.

1. Lost revenues to all tenants/property owners
2. Devalue the properties listed above.
3. Changes traffic flow for tenants. Especially tenants at 320 South Kellogg Ave. (difficulty going east on HollisterAve.) Mission City Leasing, and the office condos located behind Mission City Leasing (difficulty going west on Hollister Ave.)
4. Most concerning are the office condos located behind Mission city Leasing. Is there another way out if there should be a fire?

I do not agree with this and will continue to voice my opinion regarding this project.

Respectfully,
Ann Mizes
Ann Marie (Bottiani) Mizes
8209 Persimmon Hill Lane
Jacksonville, Florida 32256
904-363-0066 Phone

Jean L. Thompson
10560 Roundwood Glen Court
Jacksonville, FL 32256

April 2, 2007

Mr. George Amoon
City of Goleta, Community Services
130 Cremona Drive, Suite B
Goleta, CA 93117

VIA FACSIMILE: (805) 685-2635

RE: San Jose Creek Capacity Improvement Project

I have only recently been made aware that the City Council is considering a project to widen the San Jose Creek Channel that runs between parcels owned by Bottiani Properties, LLC. As a member of Bottiani Properties LLC I am writing this letter to state that I am opposed to the removal of the steel bridge as proposed in the above referenced project.

In my opinion, your proposed removal of the bridge would not only significantly impact the value of our properties it would place all tenants of 5551 Hollister Avenue and 5553 Hollister Avenue with an on-going hardship to Westerly access of Hollister Avenue. In addition it would impact the natural flow of traffic within Kellogg Square (most significantly the tenants on the East side of the center attempting to access Hollister Avenue East.)

I realize that there is an option to replace the steel bridge in your proposal and hereby request that if the project moves forward and the creek channel is widened that a replacement be constructed.

Respectfully,

Jean Thompson
(904) 519-1159 Home

Thomas L. Williams, Jr.
Counselor & Attorney at Law

Post Office Box 50348 • Santa Barbara • California 93150
Telephone: (805) 969-4244 • Facsimile: (805) 969-2044
E-Mail: tlw@nv.net

April 4, 2007

Community Services
130 Cremona Drive, Suite B
Goleta, California 93117
Attention: George Amoon

Re: San Jose Capacity Improvement Project

Dear Sir:

I represent John Mullins, President of the Mission City Auto Center, located at 5551 Hollister Avenue, Goleta, California 93117. The Auto Center has been a member of the Goleta Business Community since it located at its present address in 1995.

At the outset, I believe it is important for you to know that no notice related to this project was received by Mr. Mullins or the property manager for the owners of the property until the last few days. My clients are incredulous that notice of a project of this magnitude and impact is just now being provided given the amount of time that this project must have been under consideration. If nothing else it is just not fair.

For my clients, the crux of the matter is that the removal and replacement of the Hollister Avenue Bridge is very likely to destroy their business. Ingress and egress from Hollister Avenue will be difficult if not impossible for much or all of the time the project is under way. Similarly, the removal of the Steel Bridge that provides ingress and egress to the property to the west and then to Kellogg Avenue will further isolate the business. The fact is that no matter how you try to alleviate the ingress and egress problems this project will create, people just have a tendency not to travel to a business or other locations that are difficult to get to.

In addition, if my client's business somehow manages to survive the construction process, the replacement of the Steel Bridge needs to be mandatory and not just an "option". If it is not replaced, the isolation of the business will continue, as it will make the free flow of customers in and out the business property extremely difficult. Needless to say, not replacing the Steel Bridge will also inhibit the businesses ability trade with other Goleta based businesses.

My clients request that you reconsider this ill advised plan and consider other alternatives that will avoid the negative impacts on the people and businesses it is the City's duty to serve.

Thank you in advance for your consideration of my clients concerns. Please contact me if you have any questions or comments. In the meantime, I remain

Yours very truly,

Thomas L. Williams, Jr.

mp:TLW
cc: Mr. John Mullins; File
4/4/2007 10:00 AM

P.O. Box 3802
Tustin, CA 92781
April 4, 2007

Community Services
130 Cremona Dr., Suite B
Goleta, CA 93117

Attention: Mr. George Amoon
Fax: 805-685-2635

Re: San Jose Creek Capacity Improvement Project
06-127-DP (CZ) (MND/EA)

Dear Community Services of City of Goleta:

We own the property just east and of San Jose Creek and north of Hollister. My family has owned the parcel since the 1920s. We are very pleased that the improvements to the flood control channel are going to occur.

We would like to request that the flooding of our parcel be reduced as much as possible. In examining the before and after maps, it appears that we have more flooding than before in part of our land near Armitos. Would it be possible to use the flood walls that are proposed for the channel downstream of Hollister? We would be happy to have 36-42 inch walls set back from the creek on our land to help control and limit flooding.

We would also be happy to have the creek bank built up with dirt to help contain flooding.

Thank you for considering these ideas which do not interfere with the creek, but which would help protect our land.

Sincerely,

John E. Newland
John E. Newland

Amet Newland

March 27, 2007

Community Services
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Attn: George Amoon

Re: San Jose Creek Capacity Improvement Project 06-127-DP (CZ)
Comments on Draft Mitigated Negative Declaration/Environmental Assessment

Mr. Amoon,

Thank you for the opportunity to provide public comments on the above-referenced project. I am a homeowner living at the La Goleta Condominiums on Dearborn Place. These 240 condominium units are adjacent to San Jose Creek and are upstream of the proposed project site.

I am writing in support of the proposed project on the condition that the following two issues are handled in a satisfactory manner:

1. **Flood Hazard Maps Require Revision**. In June of 2004, FEMA updated the Flood Insurance Rate Map (Map Number 0603312329E) for the area. A copy of this map is enclosed as Attachment "A". This revised map placed a very small portion of Building 41 of our complex in the 100 year flood zone. Prior to this June 2004 revision, Building 41 was outside this zone. The significance for the homeowners was that flood insurance is now mandatory.

   Attachment A of the draft Mitigated Negative Declaration/Environmental Assessment contains Figure 2 entitled "*Existing and Proposed Floodplains*". Two questions immediately arise:

   (a) Why does the proposed project floodplain near the La Goleta Condominiums (on the far right of Figure 2) stay the same? Given the purpose of the project, it does not make sense that there would be no change in this upstream floodplain area. The elevation changes 15 feet from this area to the Hollister Bridge. Are there other aspects of the proposed project that cause the proposed floodplain in this upstream area to stay the same? If so, these need to be clearly defined in the environmental document and the affected public needs the ability to review and comment on it.

(b) Why is the proposed floodplain area increasing in the upstream area near La Goleta Condominium Building 41? A close inspection of Figure 2 from Attachment A of the environmental document shows an actual increase in the floodplain zone due to the proposed project. Nowhere in the environmental document is this new impact discussed. As noted in (a) above, it makes no sense why the proposed project appears to have no impact on this upstream area. A copy of Figure 2, as it exists in draft environmental document, as well as a magnified and marked up version of this figure is enclosed in Attachment "B".

(c) Please explain and clarify why the existing and proposed floodplain maps in Figure 2 do not correlate to the June 2, 2004 FEMA flood rate map provided in Attachment "A" of this letter. The FEMA maps show Building 41 in the floodplain, but the environmental document does not. What is the basis used to define the "baseline" flood zone near Building 41 and why does it differ from the "official" FEMA maps provided to the public? Is the baseline incorrect? Is the proposed floodplain map also incorrect? Please clarify if the maps in the environmental document are FEMA reviewed and approved.

In summary, my expectation and request is that the proposed project be modified to ensure that the revised FEMA Flood Hazard Maps (including the Flood Insurance Rate Map) and proposed floodplain maps result in all La Goleta Condominium buildings being mapped outside of the 100 year flood and that they be classified in the X Zone.

2. **Traffic Mitigation Not Sufficient**. I am pleased to see that Attachment E (Mitigation, Monitoring and Reporting) requires a Traffic Management Plan. I am, none-the-less, extremely concerned about the potential for massive traffic delays during the Hollister Bridge demolition and construction phase. As an example, last October, Hollister Avenue westbound from Dearborn towards Old Town was resurfaced. This required shutting down one traffic lane. This "simple" resurfacing project created long traffic delays extending well beyond the Pacifica Suites Hotel. It took nearly 20 minutes to travel a few hundred feet. I simply can't imagine this occurring every day for eight months. The problem in this area is compounded by a number of factors which include:

- West bound traffic coming from six (6) lanes (two from Hollister, two from Ward Drive, one from State Route 217 exiting onto Hollister and one from Dearborn Place exiting on Hollister). Having all this traffic funneled down to one lane at the bridge will create long delays.

- The traffic light at Ward Drive and Hollister needs to be better managed during the construction period. During the October resurfacing project, this light operated "as normal" and resulted in worsening an already bad situation by not allowing cars to move westbound on Hollister. The draft Mitigated Negative Declaration should require that the entrance onto State Route 217 (Southbound to Hwy 101) be closed during the project. This will allow for a smoother flow of traffic and an improved transition from 2 lanes to 1 as traffic nears the construction site.

- Ingress and egress to Dearborn Place will be significantly impacted. It is already difficult enough for the 700+ residents to get into and out of Dearborn Place as there is only one entrance (from the east) and one exit (to the west). This requires folks to double-back via U-turns at the Kellogg Avenue traffic light if they need to go towards Santa Barbara and to double-back near the San Rafael church/school in order to enter Dearborn if coming from Old Town. In both cases these residents must go through the project multiple times. Is it possible to create a temporary traffic light at Dearborn Place and Hollister to allow for traffic in both east/west directions?

- The businesses on South Kellogg (especially south of Hollister) have a large traffic impact already via employee cars and customers. A large portion of these trips occur from eastbound traffic from Hollister Avenue (including State Route 217). One could easily envision this traffic attempting to go around the construction site by detouring through Old Town via Fairview Avenue. This will create backups in Old Town and will create added safety hazards for those folks attempting to use the cross-walks. We all know that commuters tend to drive 10+ miles per over the speed limit through Old Town.

Given the above, I request that the draft Mitigated Negative Declaration contain additional mitigation language to address these potentially significant traffic and safety issues. A "generic" Traffic Management Plan requirement seems insufficient given the know problems which are very likely to occur.

Thank you again. Please call if you have any questions or if you can address my questions and requests.

Sincerely,

Michael Goldman
41 Dearborn Place, Unit #70
Goleta, CA 93117
(805) 680-6927
mfg@mfgoldman.com

Mail Address:

Michael Goldman
PO Box 60823
Santa Barbara, CA 93160

ATTACHMENT "A"

Flood Hazard Determination for APN 071-240-1 thru 20
(November 11, 2004)

Santa Barbara County Flood Control & Water Conservation District and Water Agency

123 E. Anapamu Street, Santa Barbara, California 93101
(805) 568-3440 FAX: (805) 568-3434
Web: http://www.countyofsb.org/pwd/water

Phillip M. Demery
Public Works Director

Thomas D. Fayram
Deputy Public Works Director

FLOOD HAZARD DETERMINATION

For Mandatory Flood Insurance Requirement Only

A P N: 071-240 - 1 thru 40

Date In: 11-1-04
Time In: 250 PM

Received By: ew
Flood Zone: SC

Agency Requesting Inquiry:
Address:

Person To Contact: James Nguyen
Telephone Number: 569-1121 # 204
Address of Property: 41-49 Dearborn Pl, Goleta
Reply Requested: Written: ✓ Verbal: Fax Number: 682-4341
Date of Reply: 11-1-04 Date of Pmnt: 11-1-04 Amount: $25.00

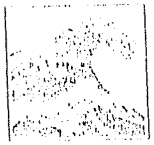
****

FIRM DATA:

Community Number: 060771
Panel Number & Suffix: 2329 A
Panel Date: 6-2-04
FIRM Index Date: 6-2-04
FIRM Zone: AE
Base Flood Elevation: 45.5
Subject to 100 Year Flood? Y Bldg 41 only
Flood Insurance Required? Y Bldg 41 only*
Inquiry Researched By: ew
Reviewed By Floodplain Manager:

Comments:
Bldg 41 in AE Zone
Bldg 43, 45, 47, & 49
in X Zone

*FLOOD HAZARD ZONES AND INSURANCE REQUIREMENTS ARE DEFINED ON REVERSE



The SFHAs are subdivided into flood hazard zones (insurance risk rate zones) according to the following criteria:

Zone V: SFHAs along coasts subject to inundation by the 100-year flood with the additional hazards associated with storm waves. Because detailed hydraulic analyses have not been performed, no base flood elevations or depths are shown. Mandatory flood insurance purchase requirements apply.

Zones VE and V1-30: SFHAs along coasts subject to inundation by the 100-year flood with additional hazards due to velocity (wave action). Base flood elevations derived from detailed hydraulic analyses are shown within these zones. Mandatory flood insurance purchase requirements apply. (Zone VE is used on new and revised maps in place of Zones V1-30.)

Zone A: SFHAs subject to inundation by the 100-year flood. Because detailed hydraulic analyses have not been performed, no base flood elevation or depths are shown. Mandatory flood insurance purchase requirements apply.

Zones AE and A1-30: SFHAs subject to inundation by the 100-year flood determined in a Flood Insurance Study by detailed methods. Base flood elevations are shown within these zones. Mandatory flood insurance purchase requirements apply. (Zone AE is used on new and revised maps in place of Zones A1-30.)

Zone AH: SFHAs subject to inundation by 100-year shallow flooding (usually areas of ponding) where average depths are between one and three feet. Base flood elevations derived from detailed hydraulic analyses are shown in this zone. Mandatory flood insurance purchase requirements apply.

Zone AO: SFHAs subject to inundation by 100-year shallow flooding (usually sheet flow on sloping terrain) where average depths are between one and three feet. Average flood depths derived from detailed hydraulic analyses are shown within this zone. Mandatory flood insurance purchase requirements apply.

Zone A99: SFHAs subject to inundation by the 100-year flood which will be protected by a federal flood protection system when construction has reached specified statutory progress toward completion. No base flood elevations or depths are shown. Mandatory flood insurance purchase requirements apply.

Zones B, C, and X: These areas have been identified in the community flood insurance study as areas of moderate or minimal hazard from the principal source of flood in the area. However, buildings in these zones could be flooded by severe, concentrated rainfall coupled with inadequate local drainage systems. Local stormwater drainage systems are not normally considered in the community's FIS. The failure of a local drainage system creates areas of high flood risk within these rate zones. Flood insurance is available in participating communities but is not required by regulation in these zones. (Zone X is used on new and revised maps in place of Zones B and C.)

Zone D: Unstudied areas where flood hazards are undetermined but flooding is possible. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

64. What is a floodway and who designates it?

The floodway includes the channel of a river and the adjacent floodplain that must be reserved in an unobstructed condition in order to discharge the base flood without increasing flood levels by more than one foot. Some state standards specify smaller allowable increases. FEMA requires the community to designate a floodway to avoid the possibility of significantly increasing upstream flood elevations. A community must prohibit development within the designated floodway that would cause any additional rise in base flood elevations.

65. If a FIRM is believed to be incorrect, what can be done to change it?

Three procedures have been established for changing or correcting a flood map. They are: Letter of Map Amendment (LOMA), Letter of Map Revision (LOMR), and physical map revision.

FIRM

FLOOD INSURANCE RATE MAP

SANTA BARBARA COUNTY,
CALIFORNIA
(UNINCORPORATED AREAS)

PANEL 2329 OF 2825

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
SANTA BARBARA COUNTY, UNINCORPORATED AREAS	060331	2329	E

1"=500'

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
0603312329E

MAP REVISED:
JUNE 2, 2004

Federal Emergency Management Agency

ATTACHMENT "B"

- Figure 2 from March 2007 Draft Mitigated Negative Declaration
- Figure 2 – Magnified

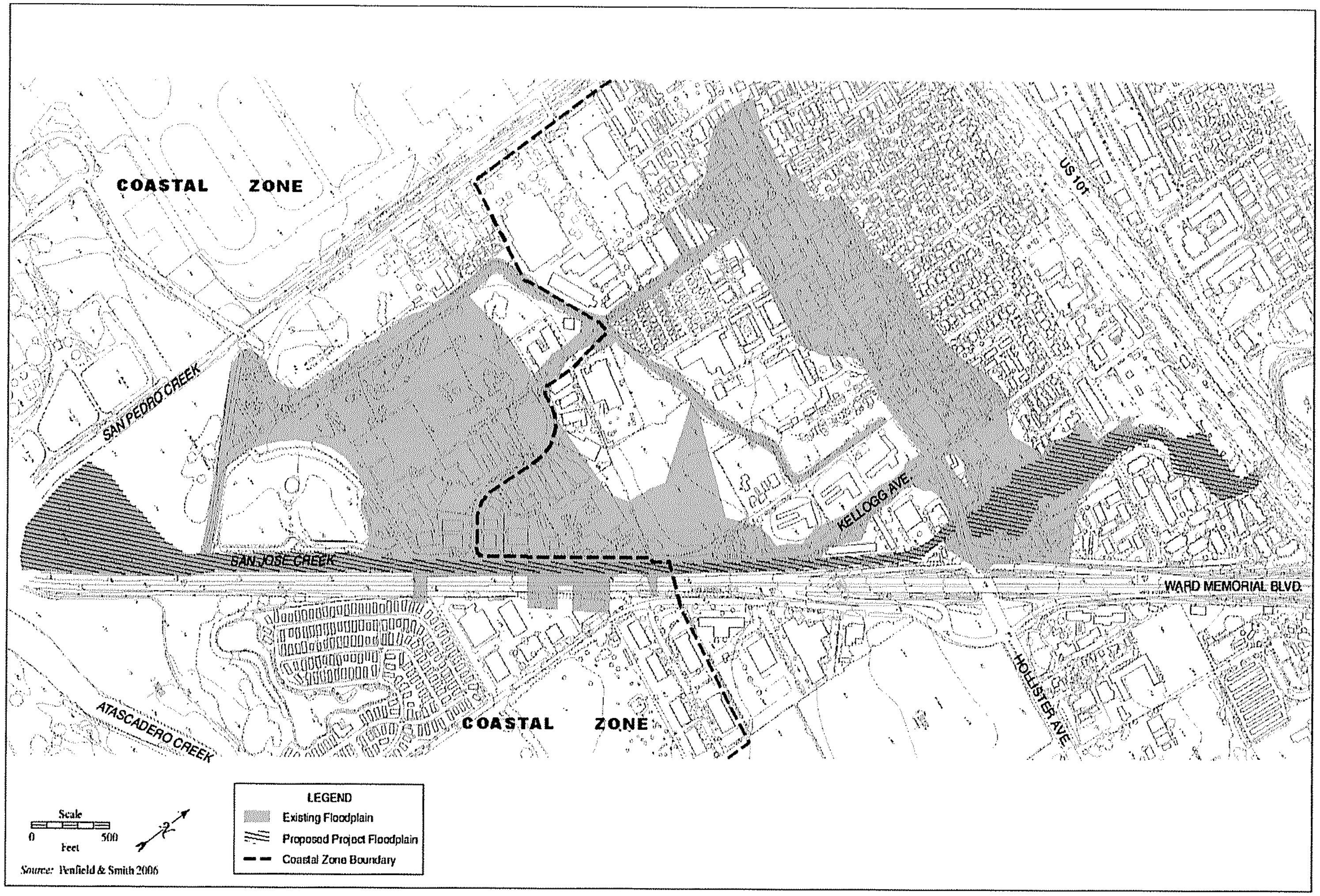
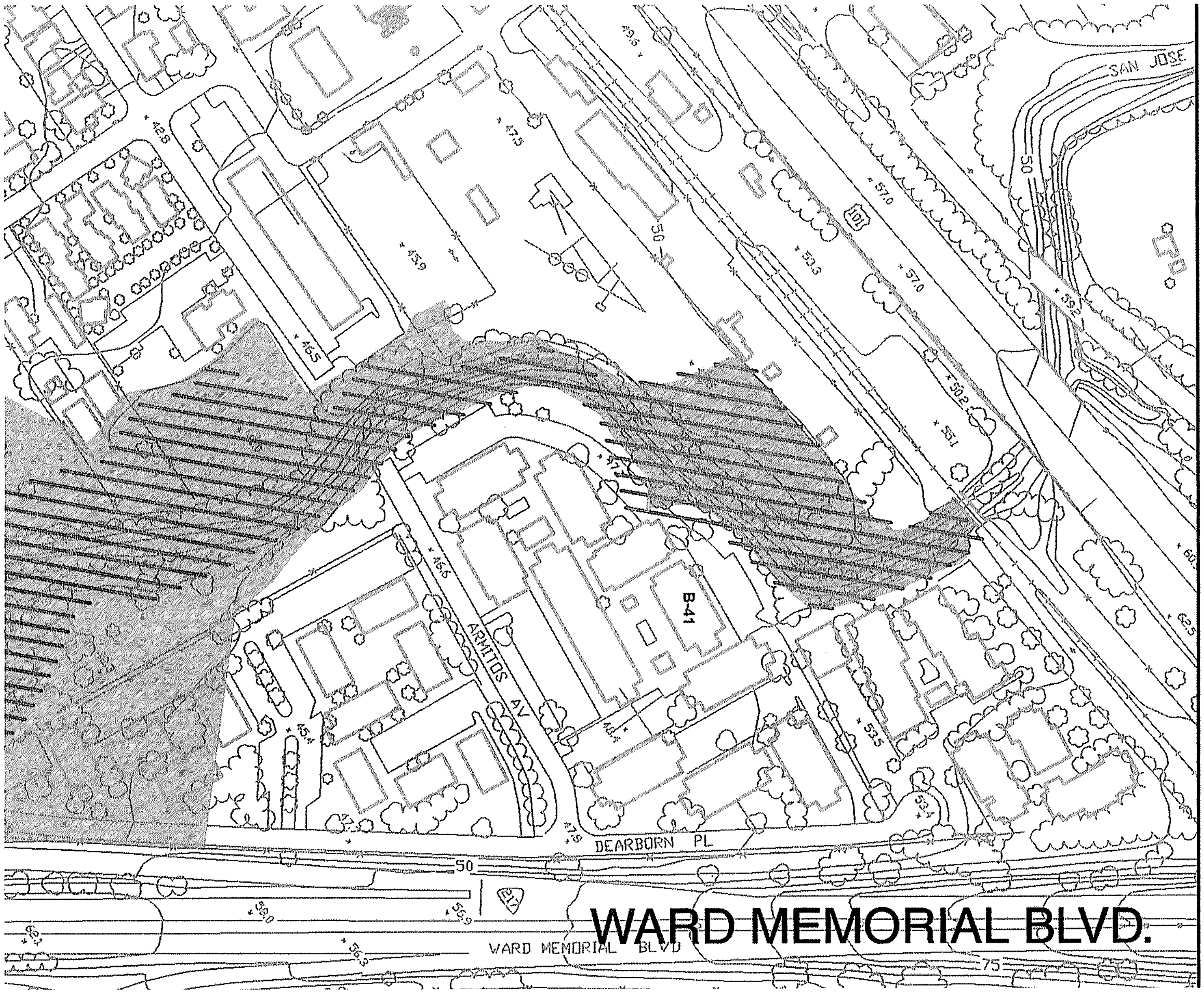


Figure 2. Existing and Proposed Project Floodplains



WARD MEMORIAL BLVD.
B-41
SAN JOSE
ARMITOS AV
DEARBORN PL
WARD MEMORIAL BLVD
101
217

SANTA BARBARA URBAN CREEKS COUNCIL
P.O. Box 1467, Santa Barbara CA 93102-1467 (805) 968-3000

March 30, 2007

Mayor and City Council
City of Goleta
130 Cremona Drive, Ste. B
Goleta CA 93117

Re: **Draft Mitigated Negative Declaration/Environmental Assessment for the San Jose Creek Capacity Improvement Project (07-MND-01, 06-127-DP (cz))**

Dear Mayor and Members of the City Council,

The Santa Barbara Urban Creeks Council is a 501(c)3 non-profit that has had extensive involvement with issues on San Jose Creek for over 15 years. We are active across the South Coast with over 2000 members and supporters, many of whom live in the San Jose Creek watershed. We have been an advocate for sound water resource planning throughout this watershed, and our members have initiated and accomplished significant restoration work along San Jose Creek. We have serious concerns about the subject document and the very limited range of alternatives that are being considered.

Deficiencies within the DMND and Environmental Assessment

While we recognize that flooding protection is of great concern in the lower watershed, we also wish to call to your attention that there is a broader range of resource concerns that are not adequately addressed in the document. In addressing the flooding concerns that exist along lower San Jose Creek the City is also obligated to evaluate other important concerns such as water quality, groundwater resources, salt water intrusion, and habitat for important species such as endangered steelhead trout (Oncorhynchus mykiss). Under the California Environmental Quality Act (CEQA), the city is required to select the most environmentally protective alternative when it is feasible to do so. We feel that the document is deficient in that it does not adequately evaluate alternatives that may be environmentally superior.

The proposed naturalized earthen bed that is described in the Negative Declaration extends only 430 feet downstream from Hollister Ave. This alternative fails to consider restoring a naturalized creek bottom that extends along the entirety of the reach that has been channelized with concrete. This failure to address removal of the remaining concrete streambed will not serve to restore steelhead access to the upper watershed, where spawning grounds exist for this endangered species. In addition, failure to restore an earthen bottom throughout the reach may be a lost opportunity to enhance water quality, a lost opportunity to improve groundwater resources, a lost opportunity to improve water quality, and a lost opportunity to deter salt water intrusion, as the concrete bottom will prevent creek water from being absorbed into the substrate as an important recharge benefit to groundwater stores.

For these reasons we feel that the document is flawed, and we respectfully ask that the document be revised to include more environmentally protective alternatives.

Other Concerns

We also note that the city has not included other quite beneficial options within the broader discussion of water resource enhancements. The proposal by Matt Stoecker, which the city has been made aware of would divert San Jose Creek to the agricultural fields to the east of Highway 217. This very innovative idea would significantly enhance a very broad range of resource benefits including flooding protection, water quality, groundwater stores, habitat for many species including steelhead trout, saltwater deterrence, and would replenish nutrients on the flood plain, a benefit that is important to agricultural interests that would significantly lessen dependence on importing commercial chemicals to correct depleted soils. Additionally, the water table within the ag land may benefit significantly and would reduce dependence on well water or municipal water supplies. This is a discussion that should be thoroughly aired before the City commits itself to the narrower range of options that are currently under discussion.

Conclusion

The city of Goleta has an established and well respected history of striving for sustainability and being responsive to the need for environmental protection. A thorough assessment of environmental needs is sorely lacking in this case however. Please make sure that every option is thoroughly evaluated to ensure future sustainability by effecting recovery of impaired natural resources. Correcting the deficiencies in the document will serve to fulfill your obligations as protectors of the public trust, and will help you to identify the most protective and environmentally appropriate alternative as required under CEQA. In the spirit of sound environmental stewardship, we offer these comments and trust that you will broaden your range of resource objectives and the range of alternatives that are under consideration.

Sincerely,

Eddie Harris
President
Santa Barbara Urban Creeks Council

cc: Environmental Defense Center
Citizens Planning Association

SANTA BARBARA
CHANNELKEEPER®

Protecting and Restoring the Santa Barbara Channel and Its Watersheds
714 Bond Avenue • Santa Barbara, CA 93103 • Tel (805) 563 3377 • Fax (805) 687 5635 • www.sbck.org

April 2, 2007

George Amoon
Community Services
130 Cremona Drive, Suite B
Goleta, CA 93117

Re: Draft Mitigated Negative Declaration for the San Jose Creek Capacity Improvement Project

Dear Mr. Amoon,

Santa Barbara Channelkeeper (Channelkeeper) appreciates this opportunity to submit comments regarding the Draft Mitigated Negative Declaration for the San Jose Creek Capacity Improvement Project. Santa Barbara Channelkeeper is a local non-profit organization dedicated to protecting and restoring the Santa Barbara Channel and its watersheds.

We are pleased to see that the City of Goleta included in this analysis multiple alternatives to the project, including the restoration of a natural channel along South Kellogg Avenue, the construction of a natural bottom channel with vertical concrete walls, and the upstream detention of storm water to reduce peak flows. We are disappointed, however, that the City found all of these alternatives to be unfeasible, and we strongly encourage the City to reconsider all of its options regarding this improvement project.

The San Jose Creek Capacity Improvement Project, while aimed at augmenting the flood control capacity of the creek, also presents a tremendous opportunity to restore a critically important watershed. Studies, including the Conception Coast Project's Steelhead Assessment and Recovery Opportunities report, which is cited in the draft document, indicate that San Jose Creek once supported a thriving steelhead trout population and that present populations still exist. Countless dollars have already been spent on restoring and managing the San Jose Creek watershed, including multiple restoration projects and a multi-year, collaborative effort by the County and stakeholders to create the San Jose Creek Watershed Plan. This plan specifically recommends that the San Jose Creek Channel Improvements project be assessed to provide for fish passage. The plan makes a recommendation to, "assess modifications to [the] proposed Goleta Old Town Revitalization Plan San Jose Creek Channel Improvements to provide for fish passage.[1]"

Channelkeeper agrees that improved flood protection is important and necessary for the Old Town Goleta area, however, we must respectfully remind the City of its responsibility to balance these needs with the other needs and interests of the broader community. These

[1] Final San Jose Creek Watershed Plan, 2005, County of Santa Barbara Public Works Department

interests include strong support for environmental and ecological improvements to San Jose Creek. This proposed plan does not achieve the appropriate balance between these interests. The current proposed plan does not appear to significantly improve ecological conditions within San Jose Creek, nor does it appear to examine all possible alternatives to the project, as required by the California Environmental Quality Act (CEQA).

For example, it does not appear that the City has evaluated the alternative of utilizing and augmenting the conveyance capacity of the existing old San Jose Creek channel as a high flow bypass. Has the City evaluated the construction of a deeper channel or portion of channel to be left with a natural bottom, which can offer fish passage during low flows while minimizing the impact of added roughness? According to project engineers, the primary concern with extending a natural channel to the slough is increased roughness created by channel vegetation. Has the City considered the construction of a roughened, slightly deeper concrete channel that can better provide for fish passage without creating additional flood control maintenance issues? Has the City considered a large-scale realignment of the creek to open agricultural lands to the east of Highway 217 as described in the Conception Coast Project report, which again is cited in the draft document?

Limited funding has been provided as a reason why many of these additional alternatives are not feasible. Steelhead trout are an endangered species. There are multiple sources of state, federal, and private funding that currently focus on steelhead recovery and habitat restoration as a priority right now. Channelkeeper respectfully urges the City to consider delaying project implementation to provide time to seek readily available fish passage restoration funding. The City would be far better served by meeting with local groups, the Department of Fish and Game, NOAA, and other potential funding sources, including the State Coastal Conservancy, before initiating this project in order to identify funding sources for a larger scale project that would incorporate these wider community and ecological interests. Channelkeeper firmly believes that such agencies would enthusiastically fund a larger scale alternative that would not only meet the City's flood control objectives but would also offer improved fish passage.

Channelkeeper believes that with further examination, it will be possible to identify a solution that will allow for both improved flood protection as well as significant ecological improvements to critical habitat for a federally listed endangered species. If the City approves this project without adequate fish passage measures, it will be an enormous lost opportunity and a huge setback for local steelhead recovery efforts.

Channelkeeper strongly urges the City to go back to the drawing board and evaluate additional alternatives and seek readily available funding before this project is approved. We would be happy to contribute our expertise to such an effort. Please do not hesitate to contact me should you have any questions or feedback regarding the above comments. Thank you for your consideration.

Respectfully,

Ben Pitterle
Watershed Programs Director
Santa Barbara Channelkeeper

Santa Barbara Audubon Society, Inc.
A Chapter of the National Audubon Society

5679 Hollister Avenue, Suite 5B, Goleta, CA 93117 (805) 964-1468

April 4, 2007

City of Goleta
Attention: George Amoon
130 Cremona Drive, Suite B
Goleta, CA 93117
FAX: 685-2635

**RE: San Jose Creek Capacity Improvement Project
Draft Negative Declaration**

Dear Mr. Amoon:

Santa Barbara Audubon (Audubon) wishes to comment on the draft Negative Declaration for the San Jose Creek Capacity Improvement Project. We have followed this project--see our letter to the City Council of September 27, 2004. Our office is in the Goleta Valley Community Center, in the current floodplain, and thus would benefit along with many businesses and residents of Old Town Goleta is the flood capacity of San Jose Creek is improved to contain100-year floods. I apologize that I was unable to attend the public hearing on April 2; I hadn't been aware of the hearing date until a few days before.

One of our comments in 2004 regarding the bridge replacement project was the lack of a comprehensive project that would do more than shift the flooding problem further south. This project has addressed the issue for the developed reach of San Jose Creek, which is much appreciated. We recognize the spatial constraints of the area between Highway 217 and Kellogg Avenue.

We do have serious concerns, however, that a Negative Declaration provides inadequate review of the impacts of a project of this scale and the alternatives that could address the flood capacity issues without further degrading the creek environment in the flood control channel.

An Environmental Impact Statement would provide the hydrologic analysis of the proposed project to see if it will meet the flood control goals. If this has been done, I didn't see it reported. Alternatives were briefly mentioned, except for the alternative channel to the east of Ward Drive that was proposed as a conceptual plan by Stoeker in 2002 which was not even mentioned.

We reviewed the Biological Resources section of the dND. The document lists steelhead as endangered, and lists one fish found in 1975. It further states that the concrete channel is reported as a complete barrier to steelhead passage by Stoeker (2002). However, there have been more recent steelhead found upstream, so in rare instances steelhead must be able to travel this channel. The 430 foot section to be removed and an earthen bottom re-established with vertical walls, will provide a better passage for any steelhead that can make it past the nearly impassible trapezoidal channel retained downstream. Given the extent of the modification of the channel, and proposed widening of concrete "wings" and flood walls to contain high flows, Audubon feels that some improvement in fish passage *must be* incorporated in the design. This is a primary reason that EIRs are done--to look at impacts and alternatives that meet the project goals while minimizing to the maximum extent negative biological impacts.

Upstream of the Hollister Avenue bridge it appears that there will be permanent loss of riparian habitat where the vertical walls are to be installed. The current concrete trapezoidal channel extends only about 30-35 feet upstream of the bridge, and has willows overhanging the channel providing shade and habitat. The mitigation for loss of trees and riparian vegetation seems inadequate. The 10:1 replacement for removed oaks and sycamores is typical, but their location as street trees without adjacent riparian vegetation is inadequate and does not provide creek habitat. There is no restoration plan, just reference to a Landscape plan with some appropriate species. The species proposed within the natural creek bottom are not identified, nor is the "cascading" native species proposed over the flood walls. The only species mentioned that might qualify is California blackberry. Santa Barbara honeysuckle might be appropriate. The Armitos Park, newly acquired by the City of Goleta and upstream of the project site, is not mentioned, and has creek frontage that could be restored, and a possible site for some mitigation plantings. The upland portion is to be developed with a playground, etc. However, the long stretch of denuded concreted channel needs some native vegetation.

The present trapezoidal concrete channel downstream of the bridge is unshaded with no canopy trees. The concrete "wings" over excavated soil appear to cover up to an additional 25 feet or so where no trees can shade the channel. This would be an important adjunct to added baffles in addressing steelhead requirements. The environmental document should look at the feasibility of Armortec or similar materials in top of bank areas that could accommodate canopy trees, and blocks could be removed as the trees matured. If trees such as sycamore and cottonwoods are "limbed up" as they grow, they would provide very little roughness in the high flow channel but could provide seasonal shading of the channel on maturity. As mentioned by the ChannelKeepers comments, these environmental improvements to a project could be funded by grant sources such at state bonds. They would also increase the likelihood of project approval by regulatory agencies such as the California Department of Fish and Game and the California Coastal Commission.

The construction timing is uncertain. Avoidance of the rainy season and potential steelhead activity as well as the bird breeding season doesn't give a wide window for construction. An EIR would look at the potential impacts and evaluate if they can effectively be minimized to less the significance. Too many of these issues have not been adequately evaluated.

The construction impacts have also been inadequately evaluated. The document does provide an estimate of 900 cu yards of fill from the excavation. Is this the total amount of excavation? If there is more, where will it go? Where will it be stockpiled if saturated, until it dries? How many truckloads will be required? Will the soil used for fill be moved by trucks? How many? The concrete to be removed is recommended for recycling, but no estimate of the amount of concrete to be removed is provided, or how many truckloads it will take to move it to the destination for recycling. These data are typically found in an environmental document, so that impacts can be assessed.

The second bridge that conveys the sewer line must be removed for the channel widening. Relocating the sewer line so that it is not subject to disruption under flood conditions is a benefit of the project. The dND includes the alternative of replacing this bridge, if needed. No criteria are presented under which a replacement bridge would be constructed, thus there is not way to evaluate whether it will be needed.

Audubon recognizes the incredible benefit of the proposed project to Old Town Goleta if it can contain 100-year floods and remove large parts of Old Town from the floodplain. However, the project impacts and alternatives have not been adequately assessed in the draft Negative Declaration. We urge the City of Goleta to complete an EIR for this complex project.

Sincerely,

Darlene Chirman

Darlene Chirman
President

CITY OF GOLETA
CALIFORNIA
MAR 28 2007
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NATURAL RESOURCE ASSESSMENT AND RESTORATION SERVICES

3-15-07

George Amoon
Community Services
City of Goleta
130 Cremona Drive Suite B
Goleta, Ca. 93117

Re: San Jose Creek Capacity Improvement Project- Draft Mitigated Negative Declaration/Environmental Assessment

Thank you for the opportunity to provide comments on the San Jose Creek Capacity Improvement Project- Draft Mitigated Negative Declaration/Environmental Assessment. Please include my comments and requests below for consideration with further development of plans to address improving flow capacity and creek function on lower San Jose Creek.

From 2000 to 2002 I was fortunate to manage a steelhead trout habitat and migration barrier assessment of Southern Santa Barbara County streams with funding from the Department of Fish and Game and Wendy P. McCaw Foundation. This effort resulted in the production of the report *Steelhead Assessment and Recovery Opportunities in Southern Santa Barbara County, Ca.* (Stoecker and Conception Coast Project 2002), which is cited in your draft MND/EA for San Jose Creek. The City's draft document however fails to look at alternatives outside of the constrained concrete channel location. In particular, there is no alternative that looks into establishing a naturalized stream channel within open agricultural lands to the east of the existing channel and Highway 217. Please see a description of this proposed alterative below from the above mentioned 2002 report.

The City of Goleta has a unique opportunity to construct a project that has even better flow conveyance while providing significant biological, water quality, and recreational benefits. The City's proposed project does not provide significant benefits outside of increased flood conveyance, which may be a short-term design in itself. When considering the long-term effectiveness of any project, the projected rising of the sea level in response to global warming should also be considered. Even with the couple foot rise in sea elevation projected this century, the slough water will likely continue to back up into the City's proposed concrete channel compromising flood conveyance with minimal slough function and increased dredging operations. A new naturalized channel project, as described below, may provide increased capacity for long-term flood conveyance with minimal long-term maintenance while providing slough expansion and increased biological complexity as well as water quality and recreational activities mentioned below. In addition, a naturalized channel alternative would be extremely attractive to state, federal, and other funding sources available for restoration and recreational projects and may be of financial interest to current agricultural landowners.

I respectfully request that the City of Goleta work with the County's San Jose Watershed stakeholder group and agricultural landowners to further assess the feasibility of the alternative described below. Such a study should include detailed analysis of alternatives for routing the creek under Highway 217, biological trade-offs, water quality improvements due to natural biofiltration, slough expansion and habitat improvement benefits, landowner compensation/easement possibilities, funding availability, recreational trail connectivity between Goleta and the ocean along the created riparian zone, detailed cost estimates, and comparison of these and other components with the proposed City alternatives.

Excerpt from ***Steelhead Assessment and Recovery Opportunities in Southern Santa Barbara County, Ca.*** **(Stoecker and Conception Coast Project 2002)**
The entire report can be viewed at www.conceptioncoast.org/projects_steelhead_maps.html

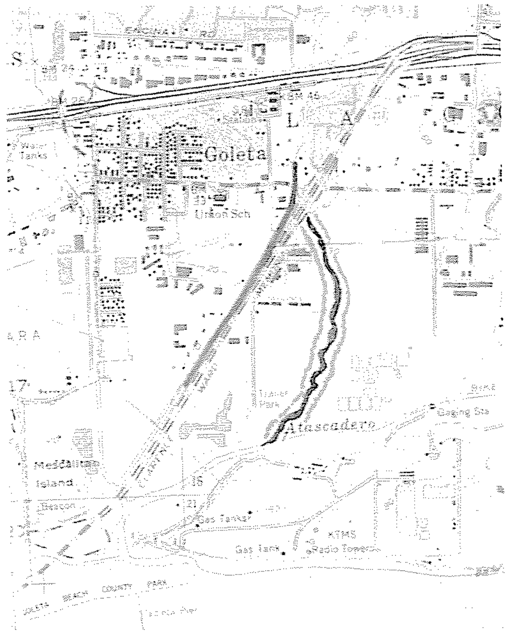
Lower San Jose Creek Restoration Feasibility Study

The ecological health of the entire San Jose Creek watershed and the Goleta Slough system, as well as benefits to water quality and recreational opportunities, are tied into future projects on the lower creek. Due to the historically shifting nature of the creeks passing through the Goleta Slough and the fact that the existing stream location was realigned into the constructed flood control channel, the focus of future planning on lower San Jose Creek should not be bound to the existing location of the concrete channel. In fact, the most ideal alternative for meeting all stakeholder objectives may involve looking beyond the existing channel location, which most view as undesirable and functionally undersized. Naturalizing the existing concrete channel reach is likely not feasible due to the confined nature of the channel between development along Kellogg Street and Highway 217. One alternative that offers an amazing opportunity for many stakeholder objectives involves creating a new naturalized lower San Jose Creek to the east.

Creating a New Lower San Jose Creek

An alternatives analysis that looks into options for modifying the existing channel, reestablishing the former channel, and creating a new stream channel should be conducted. The third option of creating a new stream channel is described below and may offer a solution that meets most stakeholder objectives and is not currently being considered. A coordinated effort with watershed stakeholders should assess the feasibility of abandoning the existing concrete channel and realigning the creek from near the upstream end of the channel at Hollister Avenue under Highway 217 to the open agricultural land to the east. Should the landowner(s) be interested in selling a portion of this agricultural land, a buffered riparian and stream corridor approximately 200-300 feet wide could be established through this area and into lower Atascadero Creek, near the grade control structure (BR_AO_1) at the Goleta Slough. Lower Atascadero Creek is not confined by adjacent development and appears to have a channel large enough to convey the increased flows. Historically, the streams draining into Goleta Slough jumped their banks and shifted in such a manner reconnecting to other adjacent streams near the slough. This action would have many potential benefits, including those described below.

1) Revival of a naturalized lower San Jose Creek and native riparian corridor (0.78 miles of which are currently lost with the existing concrete channel).
2) Development of public trails and bike paths along this creek parkway that are consistent with stakeholder objectives of developing a park in this area and providing public linkages from Goleta to the ocean and the existing bike path along Atascadero Creek.
3) Increased flood control with an adequately sized, unconfined, natural stream channel, using biotechnical bank stabilization techniques, and a native riparian buffer zone.
4) Unimpeded migration of aquatic species, including steelhead.
5) Improved water quality into the slough and ocean would be accomplished by providing riparian shade and restoring the biofiltration functions of a natural stream channel.



The above maps shows a rough conceptual drawing of a newly created lower San Jose Creek in blue with surrounding riparian buffer in green. This area is currently being used for agriculture. The existing, confined concrete channel is shown in red. The natural stream channel of San Jose Creek can be seen extending from the upper end of the concrete channel to Highway 101. Connecting the natural creek upstream of Hollister Avenue across Highway 217 may require the construction of a bridge(s) or installation of a short culvert or bottomless arch underneath.

It is likely that many of the items identified in the "Issue Areas" list produced by the San Jose Creek Watershed group as well as developing stakeholder goals for San Jose Creek would be addressed and accomplished with the implementation of the above-mentioned project. This project has many unanswered questions and needs to be studied in detail to determine the feasibility of such an action. Because of the considerable costs associated with such a project and need to buy agricultural lands to accomplish this plan, the material removed to create the new stream channel could be used to fill the existing channel. This 'new' land on top of the existing concrete channel site and surrounded by commercial development could potentially be sold or traded to commercial or agricultural interests to offset project costs and/or utilized for a pedestrian path or other use.

Respectfully submitted,

Matt Stoecker

Matt Stoecker

Stoecker Ecological
P.O. Box 2062
Santa Barbara, Ca. 93120
Matt@StoeckerEcological.com
www.StoeckerEcological.com

Goleta Valley Beautiful
Mailing Address: P. O. Box 6756, Goleta, CA 93160-6756 www.goletavalleybeautiful.org
Office Address: 69 Calaveras Ave, Goleta, CA 93117 - (805) 685-7910 office – (805) 252-1952 cell

March 26, 2007

Community Services Department
Attn George Amoon
130 Cremona Ave, Suite B
Goleta, CA 93117
Fax 685-2635

RE: Goleta Valley Beautiful comments on the San Jose Creek Capacity Improvement Project Draft Mitigated Negative Declaration/Environmental Assessment

Dear Mr. Amoon,

Attached are the comments from Goleta Valley Beautiful concerning the biological assessment for the San Jose Creek project. We concur that this is an urgently needed project to protect Old Town Goleta from flooding.

To summarize, we feel that this project can be improved if the following actions are taken;

1) Immediately initiate the development of a Tree Protection Plan and updated Archaeological analysis to protect the Sister Witness Tree, a 250+ year old California Sycamore Tree.
2) Based on the Tree Protection Plan, fence the critical root zone of the Sister Witness Tree an estimated 50' to 60 ' from the trunk.
3) Allow Goleta Valley Beautiful volunteers immediate access to the sister Witness Tree to clone the tree now so that 100 native replacement trees are available during the project implementation beginning March 2008.
4) Based on the Tree Protection Plan, modify the design of the San Jose Creek improvements to protect the Sister Witness Tree, which may mean realigning the channel slightly eastward.

We believe that this project can be implemented in a timely fashion if an accelerated environmental assessments and actions are taken. For additional information please contact our Executive Director Ken Knight, a Certified Arborist and Certified Urban Forester, at 685-7910.

Sincerely,

Merlyn Cummings

Merlyn Cummings, President
Goleta Valley Beautiful

Goleta Valley Beautiful
Mailing Address: P. O. Box 6756, Goleta, CA 93160-6756 www.goletavalleybeautiful.org
Office Address: 69 Calaveras Ave, Goleta, CA 93117 - (805) 685-7910 office – (805) 252-1952 cell

Specific Comments on the San Jose Creek Draft Environmental Assessment

Page 31, 32 Under Section b of the discussion of Thresholds of Significance, there is a statement the "One sycamore on the west bank just upstream of the boulder slope north of the new bridge would be avoided if a suitable project design can be developed." It is not clear if the sycamore they are referring to is what we call the Sister Witness Tree, a 250 + year old California Sycamore Tree. The Sister Witness Tree was named for a similar tree on the south side of Hollister Avenue located within the Sizzler Restaurant. The Witness Tree in the Sizzler Restaurant is a County designated landmark site. The Sister Witness Tree has genetic traits that cannot be replaced or duplicated. The City has not yet established thresholds of significance for native trees over several centuries in age, and of which only a few survive within City boundaries.

The critical root zone of the Sister Witness Tree is a unique and far reaching area. The trunk is possibly over 10 feet in diameter and the critical root zone is estimated to extend 50' to 60' or more from the trunk of the tree. The tree is located approximately 120 feet from Hollister Avenue. The existing concrete lined channel 80' upstream from Hollister Avenue will be removed and replaced with vertical concrete banks 15' high. The existing creek banks will be tied into the new vertical walls using boulders as a transition. These boulders would be placed, covered with soil, and planted with native plants. We think it is likely that the critical root zone of the Sister Witness Tree will be substantially impacted by this activity.

Complicating this situation is that fact that the Sister Witness tree is sitting on the banks of the San Jose Creek, with a portion of its root system exposed. The design of the San Jose Creek project could mitigate part of its impact by possibly realigning a portion of the creek to the west to allow infill around the roots of the Sister Witness tree.

Further impacts to the extensive root system of the sister Witness Tree may occur with the diversion system to bypass any water from upstream of the work on the channel project. This diversion may eliminate an important source of water during the summer months that the Sycamore and other riparian trees need. Additional water may be removed from the critical root zone by the proposed dewatering wells at 30' spacing to keep the excavated areas of the project dry. They may also dry out the critical root zones of the riparian trees. Supplemental watering within the critical root zone of the Sister Witness Tree may be necessary during summer construction periods.

Page 37 BIO 2 requires a Tree Protection Plan prior to vegetative clearing. However if the Tree Protection Plan is done after the initial design for the improvements have begun, it will be more time consuming and expensive to make changes. We suggest doing the Tree Protection Plan immediately so that the results will be available to affect the design process. The Tree Protection Plan should be completed by a consulting arborist skilled in the preservation of very old trees. The results of the Plan should also be used to immediately fence off the critical root zone of the Sister Witness Tree before damage from construction activity occurs.

The adjacent property owner to the west of the Sister Witness Tree has already mechanically cultivated the top two feet of a significant portion of area within the critical root zone of the Sister Witness tree. There has also been fill pushed onto the critical root zone of the Sister Witness Tree in an effort to provide additional flood protection. The Tree Protection Plan thus needs to take into account undoing past detrimental practices as well as well as take into consideration the impact of additional filling proposed along the creek banks.

Page 38 BIO 3 requires a Mitigation Plan to replace removed vegetation with native vegetation and trees from local stock. We request that Goleta Valley Beautiful volunteers under the supervision of Certified Arborist Ken Knight be allowed access to the Sister Witness tree. They would immediately begin cloning 100 replacement trees that can be used as part of mitigation for this project and other San Jose Creek projects.

Page 38 SAIC archaeologists didn't survey the area along the banks of San Jose Creek north of Hollister Avenue due to dense vegetation. The presence of a 250 year old tree on the western bank approximately 120 feet north of Hollister Avenue warrants that the archaeologists return and survey this area as well.

Deborah Constantino

From: Harlan Green [bankerspacific@verizon.net]
Sent: Monday, April 02, 2007 3:23 PM
To: Jean Blois
Cc: Eric Onnen; Michael T. Bennett; Jonny Wallis; Roger Aceves; Deborah Constantino; 'Kristen Amyx'
Subject: San Jose Creek EIR

Harlan Green 4141 State St., #E-13 Santa Barbara, CA 93110

April 2, 2007

GOLETA CITY COUNCIL

Re: Agenda item C.2--San Jose Creek Capacity Improvement EIR

Honorable Council Members;

As the first Chairman of the Goleta Old Town PAC (then called GOTAC), I am happy to see the possibility of progress in the Old Town Revitalization Plan that Goletans have worked on for more than 4 years.

The San Jose Creek flood improvements are a precondition for any of the badly needed traffic improvements to commence, which are in turn needed before any of the Hollister Avenue reconstruction can begin that will immeasurably improve Old Town for residents and workers alike.

And so we are happy to see that the environmental impacts are negligible and temporary. San Jose Creek below Hollister Avenue was of course diverted into a concrete flood channel. The EIR shows that the improved creek flow will not affect steelhead migrations and spawning, since steelhead do not pass the current concretized flood channel to spawn.

But the flood improvements will do much to enhance Old Town! So I advocate your acceptance of the staff report recommendations on the Draft Mitigated Declaration as is, with no further delays!

Sincerely,

Harlan Green

ATTACHMENT 2

Presentation

San Jose Creek Channel Fish Passage Modification Project
Addendum to IS-MND April 7, 2026

CITY OF GOLETA

San Jose Creek Channel Fish Passage Modification Project Addendum to IS-MND - BACKGROUND

- IS-MND approved in 2007 for the San Jose Creek Capacity Improvement Project
- IS-MND Addendum approved in 2008 to include Fish Passage
- Project constructed in 2014
- In 2022 CDFW required City to modify Fish Passage because it failed to meet performance goals
- In 2022 City approved a new CIP project, the San Jose Creek Channel Fish Passage Modification Project

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San Jose Creek Channel Fish Passage Modification Project Addendum to IS-MND – SCOPE

- The Modified Project would occur within the same project site as the Original Project
- Removal of all timber wedges and existing wooden weirs
- Modification of existing permanent concrete weirs
- Addition of new concrete vortex-type weirs throughout channel
- Grading of natural creek bottom upstream of Hollister Avenue

San Jose Creek Channel Fish Passage Modification Project Addendum to IS-MND – FINDINGS

- Impacts resulting from the Modified Project would not be substantially different from those described for the Original Project
- Biological and cultural resource impacts have potential to occur; however, the Final IS-MND Mitigation Measures address and resolve these impacts
  - Biological mitigation measures include pre-construction surveys for California red-legged frog and tidewater goby, pre-construction nesting bird surveys, environmental compliance monitoring, and habitat restoration
  - Cultural resource mitigation measures include monitoring by a qualified archaeologist and an appropriate Native American observ

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San Jose Creek Channel Fish Passage Modification Project Addendum to IS-MND – CONCLUSIONS

- The Modified Project would not generate new, more severe impacts or require new mitigation measures compared to those identified for the Original Project in the adopted Final IS-MND
- The MMRP adopted for the Original Project in May 2007 would remain applicable to the Modified Project
  - Language has been added to the biological mitigation measures in the IS-MND Addendum to help clarify the intent of each measure. Although the language has been slightly altered, the intent of the biological mitigation measures remains the same, such that these mitigation measures are not considerably different from those analyzed in the Final IS-MND.