



NOTICE OF EIR PREPARATION
ENVIRONMENTAL IMPACT REPORT FOR THE
CARPINTERIA RINCON MULTI-USE TRAIL

Date: October 30, 2020

TO: State Clearinghouse, Responsible and Trustee Agencies, Community Members and Interested Parties

PROJECT TITLE: Carpinteria Rincon Multi-Use Trail
LEAD AGENCY: City of Carpinteria
Community Development Department
5775 Carpinteria Avenue
Carpinteria, CA 93013
PROJECT CONTACT: Nick Bobroff, Principal Planner
(805) 755-4407/nickb@ci.carpinteria.ca.us
PROJECT LOCATION: City of Carpinteria/County of Santa Barbara

PURPOSE OF THIS NOTICE OF PREPARATION

The City of Carpinteria as the Lead Agency under the California Environmental Quality Act has prepared this notice of preparation (NOP) to inform agencies and interested parties that an environmental impact report (EIR) will be prepared for the Carpinteria Rincon Multi-Use Trail. The purpose of a NOP is to provide sufficient information about the project and its potential environmental impacts; to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR; and consider mitigation measures and alternatives that should be addressed (California Code of Regulations Section 15082[b]).

PROJECT DESCRIPTION:

The proposed Carpinteria Rincon Multi-Use Trail would extend from the eastern end of Carpinteria Avenue, in the City of Carpinteria, to Rincon Beach County Park, in Santa Barbara County. The proposed shared-use trail would be 16-foot wide (10-foot wide path with 3-foot wide paved shoulder along both sides) and approximately 2,800-foot long, and would include a clear-span bridge over the UPRR alignment. The bridge would be approximately 160-foot-long, with a width of between 14-foot and 16-foot (clear width, measured inside the bridge rails). Earthwork for the trail construction would involve 104,000 cubic yards of cut, 10,300 cubic yards of which would be used for fill on-site and 94,100 cubic yards would be exported off-site. A storm drainage collection system is proposed, with new drain outlets to the ocean. The new, shared-use trail would provide a strategic addition to Carpinteria's Coastal Vista Trail that upon completion, would connect Padaro Lane to the west and Rincon Beach County Park to the east. In addition to

providing critical improvements in public safety, the completion of this trail segment would provide improved public coastal access and recreational opportunities, and enhancement of non-vehicular travel alternatives to the region's significant coastal resources. Please refer to Attachment A for a complete project description with figures and illustrations.

The City has determined that the Carpinteria Rincon Trail could have significant environmental impacts and therefore an environmental impact report shall be prepared. The City has concluded potentially significant impacts could occur in the following resource areas:

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality/Greenhouse Gas Emissions |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology and Soils | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

ALTERNATIVES TO BE EVALUATED IN THE EIR

In accordance with the State CEQA Guidelines (14 CCR Section 15126.6), the EIR will describe a range of reasonable alternatives to the project that are capable of meeting most of the projects' objectives and that would avoid or substantially lessen any of the significant effects of the project. The EIR will also identify any alternatives that were considered but rejected by the lead agency as infeasible and briefly explain the reasons why. The EIR will provide an analysis of the No Project Alternative and will also identify the environmentally superior alternative.

DOCUMENTS AVAILABLE FOR PUBLIC REVIEW

Due to COVID 19 shelter-in-place restrictions, all documents are available online at the City's website: <https://carpinteria.ca.us/public-works/engineering-division/rincon-multi-use-trail/>

PUBLIC COMMENT PERIOD: October 30, 2020 to November 30, 2020.

The City of Carpinteria encourages the public to provide written comment on this project. Comments in response to this NOP must be submitted by **November 30, 2020 at 5:00 p.m.**

Please mail your comments to:

Nick Bobroff, City of Carpinteria
5775 Carpinteria Avenue, Carpinteria, CA 93013

Or send them electronically to nickb@ci.carpinteria.ca.us

NOTICE OF SCOPING MEETING:

Pursuant to California Public Resources Code Section 21083.9 and California Code of Regulations, Title 14 (“CEQA Guidelines”) Section 15082, the Lead Agency will conduct a scoping meeting for the purpose of soliciting oral and written comments from interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, as to the appropriate scope and content of the EIR.

SCOPING MEETING:

Date: November 17, 2020

Time: 4:30 pm

Location: The Scoping Meeting will be held virtually via Zoom Webinar. You may attend the virtual meeting by clicking [HERE](#). Alternatively, you can join the virtual meeting using one of the following methods: (1) log onto www.zoom.us, download the application, select “Join Meeting”, and enter the following Webinar ID: 854 1248 6344; or (2) call +1 (669) 900-9128 and enter Webinar ID: 854 1248 6344.

AMERICANS WITH DISABILITIES ACT: In compliance with the Americans with Disabilities Act, if you need assistance to participate in the above Scoping Meeting, please contact the Community Development Department by email at lorenae@ci.carpinteria.ca.us or by phone at (805) 755-4410 or the California Relay Service at (866) 735-2929. Notification two business days prior to the meeting will enable the City to make reasonable arrangements for accessibility to this meeting.

Date: 10/29/2020

Signature: 

Title: Principal Planner
Telephone: (805) 755-4407
Email: nickb@ci.carpinteria.ca.us

**CITY OF CARPINTERIA
CARPINTERIA RINCON MULTI-USE TRAIL
NOTICE OF PREPARATION ATTACHMENTS**

ATTACHMENT A: PROJECT DESCRIPTION

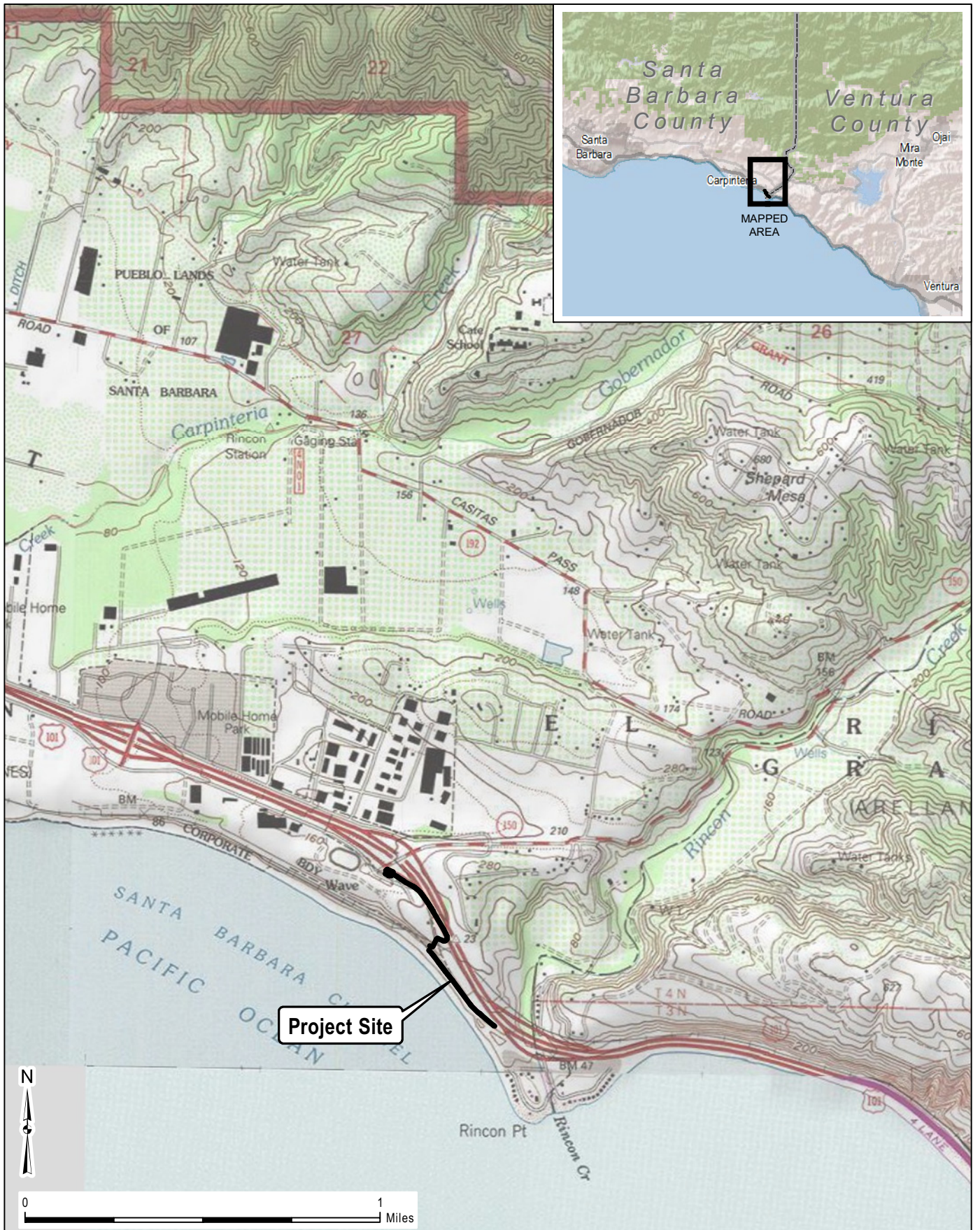
PROJECT DESCRIPTION

1.1 Introduction

The City of Carpinteria is situated along the California coast where the Santa Ynez Mountains meet the Pacific Ocean. California State Highway 150 (Highway 150), United States Highway 101 (US Highway 101), and the coastal railroad all intersect in the southeastern entrance to the Carpinteria Valley. The transportation infrastructure improvements at this location have not included planning or installation of a needed Class I bicycle route or pedestrian trail linking the urban area of the City of Carpinteria with the coastal resources of the County and State Beach Parks at Rincon Point as well as a connection to the newly opened bike path to Mussel Shoals. The proposed Carpinteria Rincon Trail will provide an important and desirable connection in this area and also serve as a link in the larger California Coastal Trail.

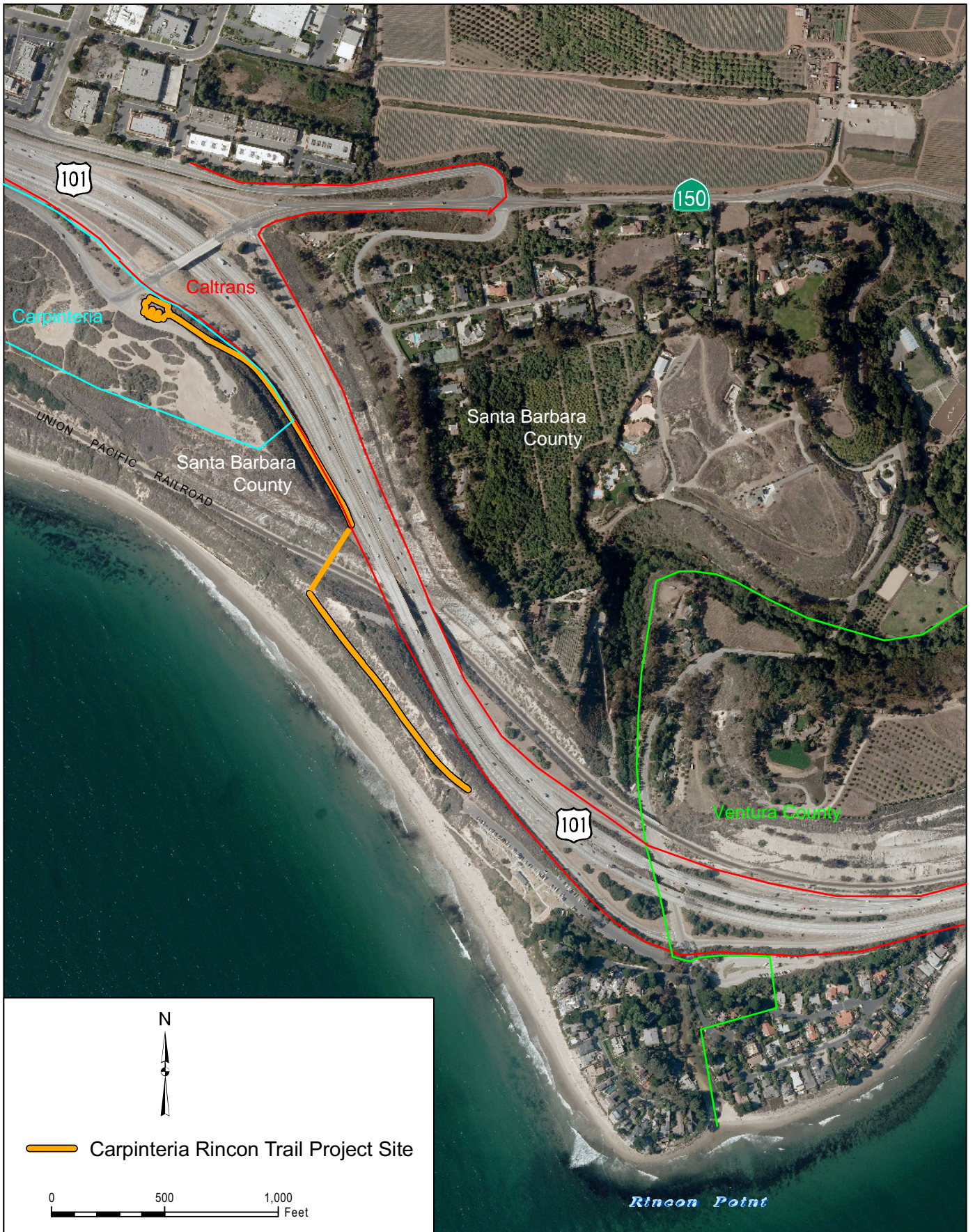
Access between the City of Carpinteria and Rincon Beach County Park has primarily been provided by US Highway 101, though the distance between the two destinations is less than one mile. The use of US Highway 101 requires a bicyclist or pedestrian to travel along the highway shoulder. Many bicyclists and pedestrians use the railroad corridor as an alternative route, as evidenced by the unsanctioned trails that are present along the bluff face and along the railroad tracks connecting the City of Carpinteria with Rincon Beach County Park. Use of the unsanctioned trails in and along the railroad corridor, however, presents a public access and safety concern.

The proposed Carpinteria Rincon Trail would extend from the eastern end of Carpinteria Avenue, in the City of Carpinteria, to Rincon Beach County Park, in unincorporated Santa Barbara County. The new, shared-use trail would provide a strategic addition to Carpinteria's Coastal Vista Trail that upon completion, will connect Padaro Lane to the west and Rincon Beach County Park to the east. In addition to providing critical improvements in public safety, the completion of this trail segment would provide improved public coastal access and recreational opportunities, and enhancement of non-vehicular travel alternatives to the region's significant coastal resources. Completion of the trail will also fill in a long-standing gap in the statewide California Coastal Trail. The trail further is a requirement of the Conditional Use Permit and Coastal Development Permit No. 09-1522-CUP/CDP granted to the California Department of Transportation (Caltrans) to construct the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Project in order to promote regional alternative transportation objectives and to enhance recreation opportunities within the coastal zone and access to coastal resources. Regional vicinity and project site location are presented in Figures 1 and 2, respectively.



SOURCE: USGS 1:24,000 Topological Survey

FIGURE 1
Regional Location
 Carpinteria Rincon Trail NOP



AERIAL SOURCE: CIRGIS 2010
 ENGINEERING SOURCE: Bengal 2019

FIGURE 2
Project Vicinity and Alignment

Carpinteria Rincon Trail NOP

1.2 Purpose and Need

1.2.1 Purpose Statement

The fundamental purpose of the Carpinteria Rincon Trail is to establish a scenic, coastal trail offering a non-motorized ADA accessible recreational and alternative transportation trail option between the Carpinteria Bluff and Rincon County Park, consistent with the intent of the California Coastal Trail and as required by the California Department of Transportation's conditions of approval for the Linden Avenue and Casitas Pass Road Interchanges project (Conditional Use Permit and Coastal Development Permit No. 09-1522-CUP/CDP). In addition, the Carpinteria Rincon Trail shall be designed to achieve the purposes and objectives described further below.

1.2.2 Public Safety

Due to the lack of a direct, non-vehicular access corridor, the most traveled route to hike or bike to Rincon Beach County Park from the City of Carpinteria is along the railroad corridor, which presents a known safety risk. The railroad corridor in the City of Carpinteria is a major north-south rail route with freight and passenger trains running frequently each day. The continuous rail tracks that the Union Pacific Railroad (UPRR) recently installed are quieter than previous segmented rail track; thereby increasing safety hazards as rapidly approaching trains may not be audible. The geography of the area also constrains visual line of sight along the rail corridor such that it can be difficult to see oncoming trains far in advance. Despite these safety concerns, it is common to see individuals and groups walking and biking along the tracks from the City to Rincon Beach County Park or points in between. Many trail users are carrying surfboards and day packs, making them vulnerable to the speed of oncoming trains. Soaring recreationalists (such as parasailers and paragliders) also fly over and sometimes land on, or utilize the rail corridor to return to the launch point located on the bluff promontory above the railroad corridor. From 2015 to 2019, the Federal Railroad Administration Office of Safety records indicate that there were 25 rail incidents in Santa Barbara County; including 18 deaths and 7 injuries (FRA 2020). According to a grand jury report on rail incidents within Santa Barbara County, one railway fatality occurred within Carpinteria in the period from 2015 through 2018 (Santa Barbara County Grand Jury, 2019).

1.2.3 Local Environment Enhancement

Bicycling and walking are cost effective, energy efficient and provide an alternative means of travel to the use of motorized vehicles. The City of Carpinteria's mild Mediterranean climate coupled with its scenic coastal bluffs provide a favorable environment for bicycling and walking year-round. Bicycles also provide easy mobility for residents and tourists, and the proposed trail would offer a new direct, safe and efficient access route to Rincon Beach County Park, as well as a connection between Ventura and Santa Barbara counties.

Near the east end of the Coastal Vista Trail is the Carpinteria Bluffs Nature Preserve, which provides visitors with a unique overlook along one of the last remaining undeveloped coastal regions along the South Coast. In addition, the 21 acre parcel adjacent to the eastern terminus of Carpinteria Avenue (formerly known as Carpinteria Bluffs Area III) has recently been purchased by the Land Trust for Santa Barbara County and subsequently deeded to the City of Carpinteria to be preserved in perpetuity as a public open space preserve

(Rincon Bluffs Preserve) that will provide additional passive recreation and scenic enjoyment opportunities. Commonly seen from the bluffs are white-tailed kites, turkey vultures, red-tailed hawks, American kestrels, brush bunnies, bottlenose and common dolphins, California sea lions, Pacific harbor seals, California brown pelicans, western gulls, and migrating gray whales (City of Carpinteria 2009a). Views of the Northern Channel Islands and Channel Islands National Marine Sanctuary are also afforded. The proposed trail provides an extension to the Carpinteria Bluffs trail system, allowing hikers and bicyclists to continue along the coastal bluffs into neighboring coastal resource areas of interest.

1.2.4 Recreational Opportunities

The City of Carpinteria is a popular year-round tourist attraction, with close to two million visitors a year (City of Carpinteria 2009a). The City's beach is recognized as one of the safest and cleanest beaches in Santa Barbara County. Northeast of the City beach is the Carpinteria Salt Marsh Nature Park, which is one of the few remaining healthy coastal wetland systems in California, and a well-used hiking area. East of the City beach is Carpinteria State Beach Park, one of California's most popular camping and recreation areas.

Within the State Beach Park, Carpinteria Creek flows out to the ocean. This creek is currently the focus of a successful steelhead restoration effort. East of the State Beach, the coastal bluffs begin where the Casitas Pier is located. Part of the coastal bluff is also located within the Carpinteria Bluffs Nature Preserve and the newly created Rincon Bluffs Preserve. Located just east of the Casitas Pier is the Pacific harbor seal sanctuary, a natural haul out and pupping rookery where over 500 of these pinnipeds have been observed on shore at once (City of Carpinteria 2009a).

Just east of the City of Carpinteria, Rincon Beach Park exists and offers picnic areas, beach access, and parking areas for beach-goers and cyclists using the regional coastal bike path that connects to the City of Ventura. Rincon Beach Park is operated by the County of Santa Barbara. Visitors to the City of Carpinteria, including campers at the State Beach, often travel to the Rincon Beach Park for recreational activities and to view the world famous Rincon surf break. The ocean bluffs along the eastern portion of the City and extending into the Rincon Beach Park area also produce updrafts from ocean related winds, which create soaring opportunities generally above the top of the ocean bluffs alignment for parasailers and other soaring recreationalists. Offshore, the Channel Islands National Marine Sanctuary and Channel Islands National Park provide additional recreation opportunities. The City aims to complete the Carpinteria Coastal Vista Trail for the recreational use of the surrounding communities and to provide public access and connections to these natural places.

The proposed Carpinteria Rincon Trail would close a gap in the California Coastal Trail at a critical location. The function of the Carpinteria Rincon Trail as the local segment of the California Coastal Trail means the proposal must also align with the goals established for the California Coastal Trail. Some of the introductory information in the Senate Bill 908 Report (Completing the California Coastal Trail) is informative, and includes the stated goals for the trail, importantly the following:

1. Provide a continuous trail as close to the ocean as possible, with connections to the shoreline at appropriate intervals and sufficient transportation access to encourage public use.

5. Design the CA Coastal Trail to provide a valuable experience for the user by protecting the natural environmental and cultural resources while providing public access to beaches, scenic vistas, wildlife viewing areas, recreational or interpretive facilities, and other points of interest.
6. Create linkages to other trail systems and to units of the State Park system, and use the Coastal Trail system to increase accessibility to coastal resources from urban population centers.

(Source: <http://californiacoastaltrail.info/cms/pages/trail/done.html>)

The proposed Carpinteria Rincon Trail would link the Carpinteria Bluffs and Rincon Beach County Park, and would also extend the Pacific Coast Bikeway, thereby improving recreation opportunities along the South Coast. Eventually, upon completion of other segments, the Carpinteria Coastal Vista Trail will connect to Carpinteria State Beach Park and the Carpinteria Salt Marsh Preserve and on to Padaro Lane, west of the City. The Pacific Coast Bikeway currently extends east to Seaside and eventually to Ventura's Seaside Wilderness Park and Emma Wood State Park. From Emma Wood State Park, cyclists and pedestrians can join the California Coastal Trail to the Ventura County Fairgrounds and the City of Ventura waterfront. Figure 3 presents the proposed Carpinteria Rincon Trail segment in the context of the Carpinteria Coastal Vista Trail.

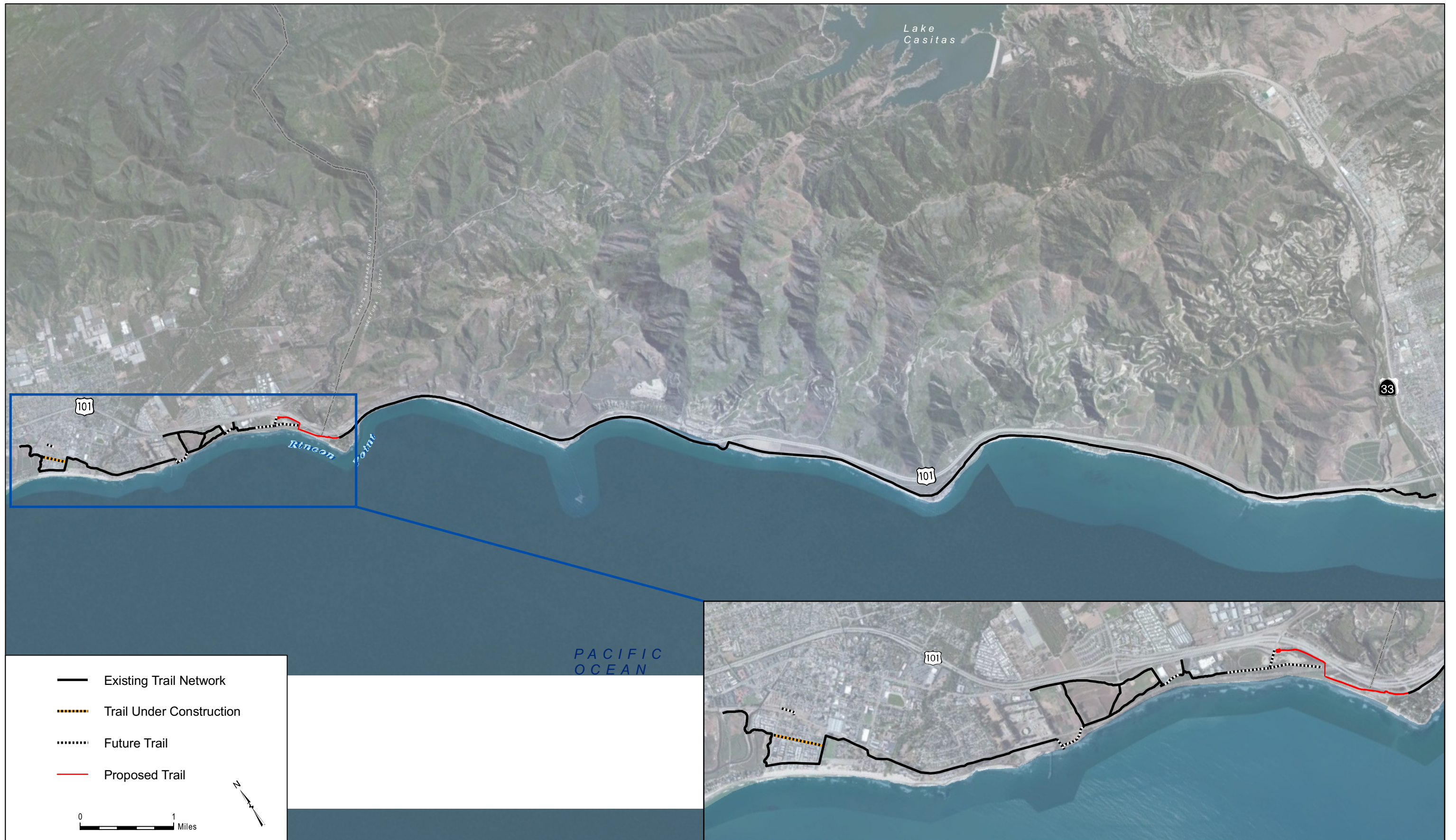
1.3 Objectives

The proposed trail was identified by the City to meet critical safety and public access needs. Objectives of the proposed project include:

- Improve pedestrian and bicyclist safety, as well as vehicular safety, by significantly reducing unsafe and/or illegal use of the railway corridor and the US Highway 101 shoulder.
- Enhance regional mobility for cyclists and pedestrians, while enhancing support of regional initiatives to promote alternative transportation modes between Carpinteria, Santa Barbara County and Ventura County, by providing a continuous bike and pedestrian path connecting Santa Barbara County to Ventura County.
- Reduce air pollution from vehicle-related air quality emissions and traffic congestion on local and regional transportation systems by promoting pedestrian and bicycle access to coastal resources and recreation opportunities via a scenic multi-use trail, as an alternative to use of motorized vehicles to access and experience such coastal resources.
- Improve the local coastal bluff environment through improved water quality of surface water run-off through stabilization of bluff slope faces that are currently eroding into the Pacific Ocean, and enhancement of sensitive coastal bluff scrub habitats in the project area. Also, avoid deposits of petroleum fuels or lubricants associated with typical motor vehicle use for transportation in close proximity to the ocean, preventing such pollutants from storm water run-off entering the adjacent marine environment.
- Complete a critical missing link in the California Coastal Trail consistent with the goals of Senate Bill 908, including provision of a continuous trail as close to the ocean as possible, with connections to the shoreline at appropriate intervals and sufficient access to encourage public use. The California

Coastal Trail is intended to offer scenic coastal vistas, wildlife viewing areas, recreational or interpretive facilities, and other points of interest, and is recognized in regions throughout the State as a key resource or opportunity for these coastal-oriented experiences.

- Provide a coastal-oriented pathway that supports the broadest use by the public through a design that complies with standards established via the Americans with Disabilities Act (ADA).
- Provide new scenic coastal access and coastal tourism opportunities in the City of Carpinteria, Santa Barbara County, and Ventura County.



AERIAL SOURCE: BING 2011

FIGURE 3
Existing Trail Network
 Carpinteria Rincon Trail NOP

1.4 Location

The project is located on lands within the jurisdiction of the City of Carpinteria and the County of Santa Barbara. Carpinteria is a quaint seaside town located about 12 miles east of Santa Barbara near the intersection of Highway 150 and US Highway 101, near the Ventura County line.

The proposed trail would provide a dedicated connection from Carpinteria Avenue to the Ventura County line through Rincon Beach County Park. The trail would begin near the eastern terminus of Carpinteria Avenue, and would proceed eastward along the existing benched slope adjacent to US Highway 101. However, to achieve compliance with pathway surface slope limitations under the Americans with Disability Act (ADA), the existing benched slope would be regraded.

The proposed bridge design includes a clear-span bridge over the UPRR alignment. The bridge would be approximately 160-feet-long, with a width of between 14-feet and 16-feet (clear width, measured inside the bridge rails).

At the south end of the UPRR bridge, the trail would continue eastward along a benched slope on the ocean-facing side of the bluff. The benched slope would be graded to be in compliance with ADA pathway slope requirements, and to provide long-term stability for the trail in accordance with engineering safety standards. Figure 1 illustrates the overall alignment of the proposed Carpinteria Rincon Trail. The proposed route is grade and horizontally separated from the US Highway 101 freeway and the railroad corridor.

1.5 Surrounding Land Uses and Environmental Setting

Carpinteria and its surrounding area contain important natural resources, including outstanding beaches, the Carpinteria Salt Marsh Preserve, Carpinteria Reef, a Pacific harbor seal sanctuary, and coastal bluff, foothill and creek habitats supporting numerous plant communities and wildlife species.

US Highway 101 is located to the north of the proposed trail alignment, the Pacific Ocean is located to the south below the Carpinteria bluffs; the UPRR rail corridor bisects the central portion of the trail alignment. Currently undeveloped bluff open space designated for visitor-serving commercial use (City of Carpinteria 2003) is located adjacent to the western end of the trail on Carpinteria Avenue, with the Rincon County Beach Park and Rincon Point residential community located adjacent the eastern terminus of the trail. Surrounding land uses are shown in Figure 2. Figure 2 also illustrates jurisdictional boundaries for the City of Carpinteria, County of Santa Barbara, Ventura County, and Caltrans right-of-way relative to the trail alignment.

The majority of the proposed trail route is located along and above US Highway 101, and old terraced road and rail cuts. Most of the area's natural landforms have been mechanically manipulated over the years as a result of road, highway and railroad construction activities dating back to at least the late 1800s. A small unsanctioned trail exists in some areas of the proposed trail, including the portion of the proposed trail from the railroad crossing to the Rincon Beach County Park parking lot. At both ends of the trail are pre-existing parking areas; Rincon Beach County Park has a paved lot and at Carpinteria Avenue there is an existing dirt lot, which would continue to provide informal parking for the proposed project.

The first portion of the trail, from the eastern terminus of Carpinteria Avenue to the UPRR corridor, traverses an engineered slope, cut during construction of US Highway 101. The trail would cross the UPRR tracks in an area that consists of engineered slopes cut during construction of the current railroad corridor. The second portion of the trail, from the UPRR crossing to the westernmost end of Rincon Beach County Park, is currently occupied by an existing informal trail on an existing cut bench that was abandoned by the railroad in the early 1970s. This informal trail is mostly flat in this area and its surface is mostly dirt; however, some original asphalt paving associated with the previous rail use remains in some areas. The top of the bluff formation in this area was also used for the previous alignment of State Route 2 (precursor to the current US Highway 101 alignment) and abandoned in the 1960s. Remnants of the abandoned road alignment are still visible along the top of the bluff formation and overhang the existing informal trail. A few abandoned and current underground utilities and infrastructure exist in or nearby the proposed route, including but not limited to fiber optic lines, a sewer main, and storm drain infrastructure.

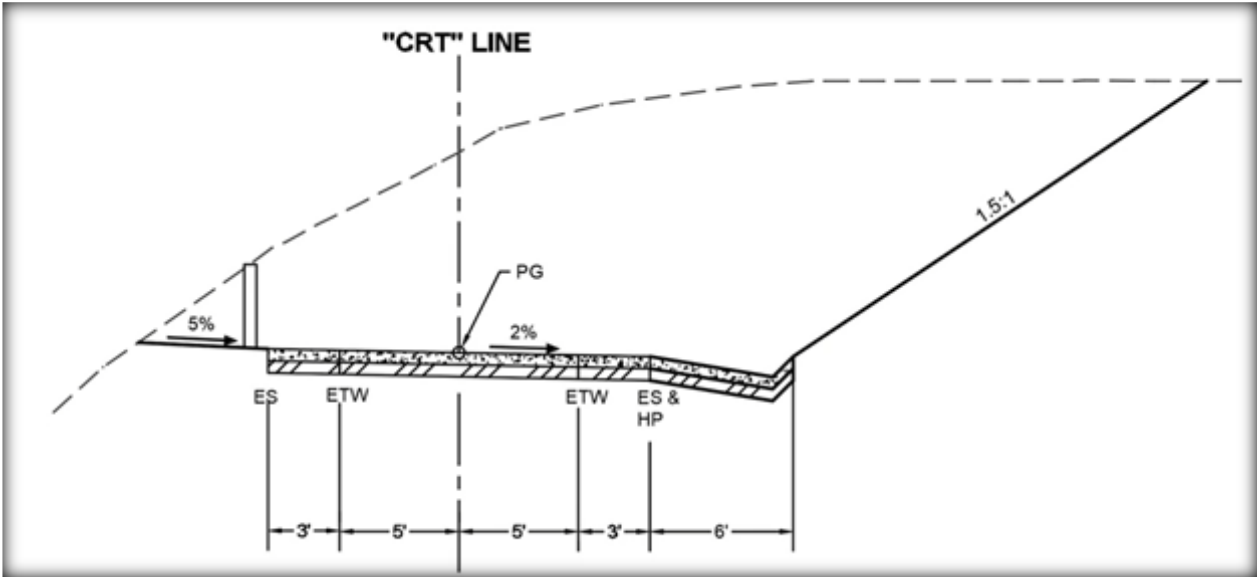
1.6 Project Description

The proposed project consists of a 16-foot wide (10-foot wide path with 3-foot wide paved shoulder along both sides) and approximately 2,800-foot long shared-use trail that would provide safe access for bicyclists and pedestrians traveling from Carpinteria Avenue in the City of Carpinteria to Rincon Beach County Park in Santa Barbara County at the Ventura County line. Figure 4 illustrates the proposed trail alignment. The initial approximately 850 feet of the trail alignment (starting from the eastern Carpinteria Avenue terminus and heading east) is within the City of Carpinteria jurisdiction. The remaining approximately 1,950 feet of the trail alignment, including the bridge crossing over the railroad corridor, is located within the County of Santa Barbara.

The Rincon Trail is planned to function as the local section of the California Coastal Trail, connecting on the south end to the recently completed bicycle and pedestrian path constructed with the Caltrans HOV project from Carpinteria to the Mobil Pier in Ventura County. On the north, the Rincon Trail would currently connect with Carpinteria Avenue, which provides continuous bicycle and pedestrian travel from the eastern to western end of Carpinteria City Limits. From Carpinteria Avenue an alternate route exists for cyclists and pedestrians south along Linden Avenue to 4th Street eastward, and connecting with the Carpinteria Bluffs Trail, which is nearly continuous to the location of the Rincon Trail western trail head. The City is in the process of acquiring an easement over two parcels that would complete the Carpinteria Bluffs Trail from the Carpinteria State Beach to the Rincon Trail. In the near term, the City will also be completing additional trail and public parking improvements in conjunction with the recent acquisition of the Rincon Bluffs Preserve property, which is located immediately adjacent to the western terminus of the proposed Rincon Trail. The Rincon Bluffs Preserve improvements will serve to further enhance public recreational and alternative transit options in the area.

A cross-section illustrating the proposed trail configuration is provided below. Note that the “travel” area of the path is intended to be 10 feet in width, but a paved 3-foot shoulder is provided along both sides (which allows additional space for pedestrians or cyclists to pass other trail users or navigate when opposite direction travelers are present). The paved 3-foot shoulder also improves access for emergency service and maintenance vehicles. A safety fence is also illustrated (on the left) to prevent users from encountering the slope below the trail. The proposed fencing would be approximately 3.5 feet in height and consisting either

of three-rail post and rail with a concrete base, chain link or other design of similar dimensions consistent with trail fencing in the community. A 6-foot wide swale would also be provided along the path where cut slopes are present to capture and convey stormwater, as shown below in Illustration 1.



SOURCE: Bengal Engineering

Illustration 1 Rincon Trail Cross Section - Widths of Components

Legend for Illustration 1:

CRT	Center of Route Travel
ETW	Edge of Travel Way
ES	Edge of Shoulder
HP	High Point (of drain swale adjacent to path)
PG	Path Guide



AERIAL SOURCE: CIRGIS 2010
ENGINEERING SOURCE: Bengal 2019

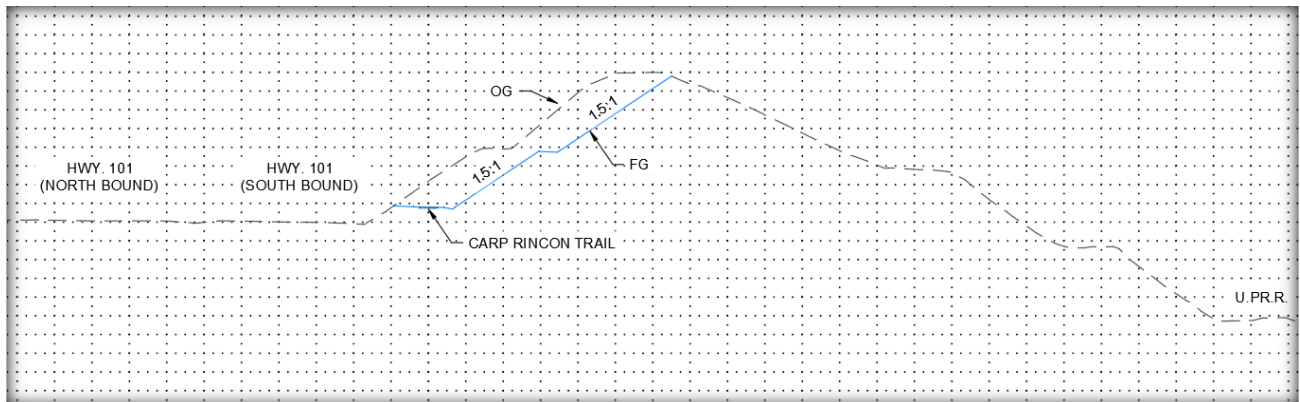
FIGURE 4
Site Plan
Carpinteria Rincon Trail NOP

Earthwork

The trail design has been engineered to incorporate pathway travel slopes that are consistent with ADA standards. The design also avoids an area with deep landslides, south and west of the crossing point over the UPRR alignment, which were identified in geotechnical testing. The majority of project earthwork will occur on existing engineered slopes that were constructed as part of past road, highway and railroad projects; these manufactured slope faces in many instances are steeper than natural conditions, leading to increased erosion potential, which the project intends to correct through re-contouring to reduce slope angles. Construction of the proposed path design would involve a total of 104,400 cubic yards of cut, a total of 10,300 cubic yards of fill, and the export of a total of 94,100 cubic yards of earth material. The re-contouring of existing engineered topography along the path alignment to achieve more stable conditions is described in more detail below.

Pathway Slope Profiles Adjacent to US Highway 101 (North of UPRR Alignment)

Cut slopes above the trail would have a slope ratio of 1.25:1, fill slopes (which would be present only adjacent to the bridge over the UPRR corridor) are proposed to have slope ratios between 2:1 and 4:1. The earthwork would alter the elevation of the bench on which the trail would be aligned, but would not alter the top elevation of the existing hill/ridge as it remains from previous earthwork modification in this section of the alignment. The “Pathway Grading Profile Adjacent to US Highway 101” illustration below presents the existing versus proposed slope profile for earthwork modifications above and below the trail.



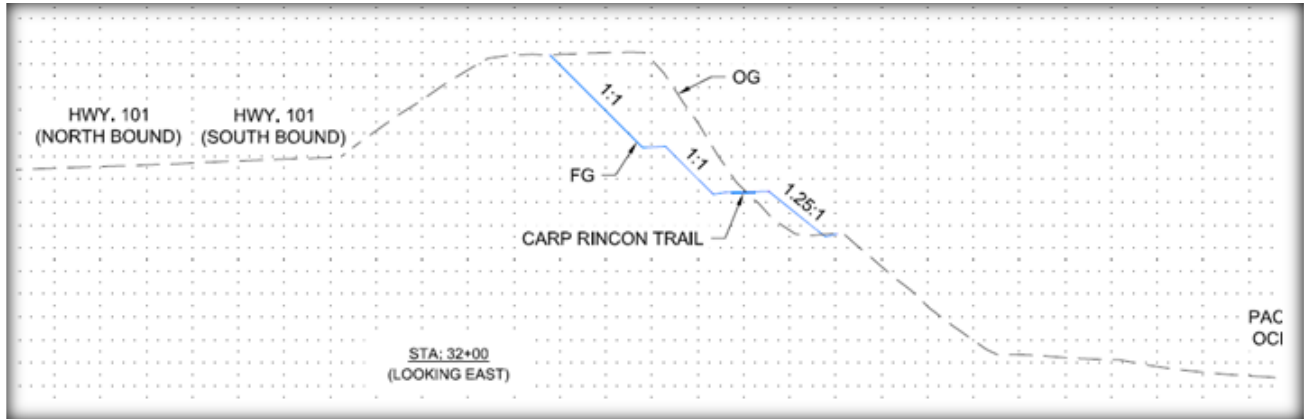
SOURCE: Bengal Engineering

Illustration 2 Pathway Grading Profile Adjacent to US Highway 101

Note in Illustration 2 that the proposed cut-slopes are similar in profile to those created during the US Highway 101 construction. Some portions of the trail along the north side of the UPRR alignment would not have the upper bench shown above, where Carpinteria Avenue is in close proximity to US Highway 101.

Pathway Slope Profiles South of UPRR Alignment

For the portion of the path on the ocean side of the UPRR alignment, the regraded slopes for the trail “bench” would employ cut slopes with a ratio of 1:1 above the trail, while a ratio of 1.25:1 would be employed for the “reinforced” fill slopes below the trail. The earthwork would alter the elevation of the bench on which the trail would be aligned, but would not alter the top elevation of the hill/ridge. The “Pathway Grading Profile South of UPRR Alignment” illustration below presents an example of the existing versus proposed slope profile for earthwork modifications above and below the trail.



SOURCE: Bengal Engineering

Illustration 3 Pathway Grading Profile South of UPRR Alignment

Note in Illustration 3 that the proposed cut-slopes are less-steep than those constructed for the railroad alignment in this area (illustrated as “OG” above) in order to provide an adequate margin of safety for the long-term stability of the slopes. Note there is also a proposed bench above the trail that would intercept rainwater and also prevent rock fall on the path below. The bench would also provide maintenance access for the manufactured slopes and path.

Bridge Detail

The bridge design includes a clear-span bridge over the UPRR alignment. The bridge would be approximately 160-feet-long, with a width of between 14-feet and 16-feet (clear width, measured inside the bridge rails). The bridge would be supported on foundations using deep piles. The bridge would be a factory-built steel structure, painted to protect it from corrosion because of the proximity to the ocean. The bridge would be delivered substantially complete, likely in 2 sections. After the two “halves” of the bridge are bolted together this unit would be lifted into place, likely using two cranes, one situated on either side of the UPRR tracks. Once the “factory made” portion of the bridge is in place, a concrete bridge deck would be cast-in-place, and the wing walls and abutment back walls would be completed. Illustration 4 provides an example of a similar scale pre-fabricated steel bike path bridge. Note the bridge for the Carpinteria Rincon Trail will have some similar characteristics, except that UPRR requires high “safety fences” for the full length of the bridge to protect the trains from potential objects thrown from the bridge platform.



SOURCE: Bengal Engineering

Illustration 4 Representative Steel Framed Bikepath Bridge

The approximate location of the Carpinteria Rincon Trail bridge over the UPRR alignment (the magenta colored line) is shown in Illustration 5, below. The relative elevation of the bridge can be compared to the US Highway 101 bridge over the UPRR corridor (just above the elevation of the pictured train).

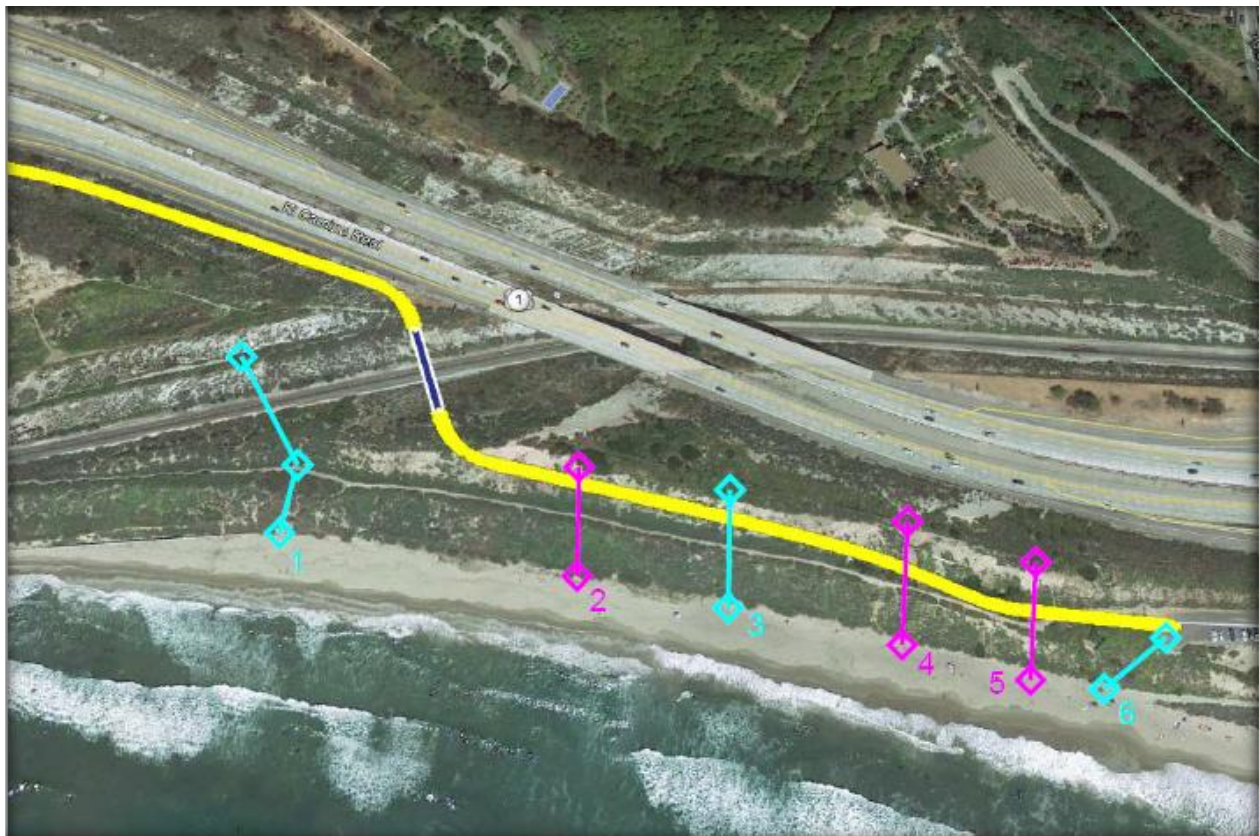


SOURCE: Bengal Engineering

Illustration 5 Approximate Profile and Location for Rincon Trail Bridge

Drainage

The proposed trail project includes an integrated storm drainage system to ensure storm water run-off from the recontoured bluff face and the trail surface is conveyed to the ocean efficiently, avoiding potential erosion of slopes along the trail alignment. Along the portion of the trail north of the UPRR alignment, a concrete swale (v-ditch) would convey water along the trail edge, where it would be released into an existing surface drainage swale now serving US Highway 101. This swale connects to an existing storm drain that crosses underneath the UPRR alignment, and then descends to the beach level. This storm drain is labelled as “1” in illustration 6. No improvements are proposed to storm drain 1, and the trail storm drain volumes contributed to this storm drain would be negligible compared to existing flows already contributed from portions of US Highway 101.



SOURCE: Bengal Engineering

Illustration 6 Major Storm Drainage Components of the Project

On the south side of the UPRR alignment, a concrete drainage swale would also carry surface run off from the recontoured bluff face and trail, conveying such drainage along the side of the trail until it reaches one of the storm drain inlets lower in elevation. A total of 5 vertical storm drains would convey this storm water from the trail to the beach elevation, for the trail segment south of the UPRR alignment (refer to Illustration 6). Drains #3 and #6 (shown in light blue in illustration 6) are existing and would be re-used, including rehabilitation of existing piping; drains #2, #4, and #5 (shown in magenta in illustration 6) would be newly developed for the project.

The new vertical storm drains would be installed during earth work for the trail and adjacent slopes, and would be buried to cross beneath the trail and then descend on the slope face to outlet at the beach elevation. Buried portions of the storm drain would be constructed of high density plastic, transitioning to galvanized steel for the above-ground portions.

The majority of the length of the proposed trail is outside of the City of Carpinteria's and Santa Barbara County's respective 2013 Statewide Phase II Small Municipal Separate Storm Sewer (MS4) General Permit (2013 General Permit) boundaries, and thus the majority of the project is exempt from the Post Construction Requirements (PCRs) of the 2013 General Permit. Because the project is not regulated by the 2013 General Permit and PCRs therein, the project may not fully avoid potential water quality impacts unless it achieves compliance with active construction and post-construction requirements of the Statewide Construction General Permit (CGP). The proposed Rincon Trail drainage facilities are focused on the efficient collection and delivery of storm water run-off from the trail surface to the ocean, no storm water treatment components are included.

Trail/Path Features

The trail would be constructed of concrete to ensure longevity and low maintenance, including a concrete surface on the proposed bridge structure over the UPRR alignment. The trail width would be wide enough for bicyclists and hikers to easily ride and walk side-by-side, and pass others headed in the opposite direction. The 16-foot trail would also accommodate emergency and maintenance vehicle access to the project area. The bridge over the UPRR alignment would provide safe crossing for trail users over the railway and reduce the risk of accidents or fatalities associated with unsanctioned rail crossings. Additionally, the project would feature native plantings designed to transition to natural communities and restored native plant areas along the trail alignment. Vegetation and landscaping would consist of native trees and low-lying, native shrubs and groundcover. Native vegetation that would be removed along the immediate side of the trail for grading and improvements would be restored, and additional plantings to offset permanent removal of native vegetation beneath the trail alignment would be accomplished. Existing plant species in the project area that would have the potential to be restored include quail bush (*Atriplex lentiformis*), California sagebrush (*Artemisia californica*), California bush sunflower (*Encelia californica*) and lemonade berry (*Rhus integrifolia*).

Security fencing and/or railings would be provided along portions of the trail for safety and route guidance, and would also inhibit users from deviating off the designated path to ensure protection of adjacent native restoration plantings. The proposed fencing would be either three-rail post or rail with a concrete base, chain link or other design of similar dimensions consistent with trail fencing in the community, approximately 42 inches in height. A fence may be required along one or both sides of the trail depending on the characteristics of that segment's location, such as adjacency to bluff or slope features. As mentioned above, the bridge crossing would include chain link fence and a safety rail along both sides of the trail that lead up to the bridge.

Vehicle parking at the trailhead on the western end would be provided via an existing dirt lot adjacent to the Carpinteria Avenue terminus; no improvements to the informal dirt parking lot are proposed. Visitors traveling both northbound and southbound on US Highway 101 would access Carpinteria Avenue from

exit 84 for Highway 150 towards Ojai/Lake Casitas. Carpinteria Avenue is paved for approximately one-tenth of a mile past the existing dirt parking lot. The Rincon Beach County Park parking lot is also accessible from US Highway 101 to the east. Exit 83 for Bates Road off of Highway 101 provides access to Rincon Point Road. Parking facilities and other park amenities are currently provided at Rincon Beach County Park; as such, no additional amenities are proposed in that location. A public parking lot within the eastern portion of the newly acquired Rincon Bluffs Preserve (a separate project in the same vicinity) would also serve both the open space preserve and the Rincon Trail once completed.

A sign providing a map of the trail and trail rules (including on-leash requirements for dogs) would be placed near the existing dirt parking lot at the western end of the trail. Additional wayfinding signs would be provided along the trail and up to four interpretive nature signs to illustrate surrounding biology, local geography and history of the area would also be provided.

Fire hydrants are currently provided at Rincon Beach County Park; no additional fire hydrants would be provided along the proposed trail. In the event of a wildfire, Carpinteria-Summerland Fire Protection District crews could access the trail from the west via Carpinteria Avenue or from the east via Rincon Beach County Park parking lot. Restrooms are also available at Rincon Beach County Park, which would serve users of the proposed trail as no additional restrooms would be provided along the trail.

Construction

The shared-use trail would be 16 feet in paved width, including 10-feet for the travel lanes and a three-foot paved shoulder along each side (which would be available as additional travel way for navigating around pedestrians or cyclists that are within the main travel lanes). During construction of the trail, an additional one to four feet of area may be potentially impacted during grading for a total impact width of up to 20 feet depending on the trail location. However, virtually the entire trail length would be located on abandoned road or railway cuts or existing terraces that have been disturbed previously rather than on natural landforms and slopes.

To prepare the site for trail construction, the trail bench and slopes above and below the trail alignment would be rough graded to meet the proposed finished grade surface. The first stage would involve separate crews performing earthwork on the north side and south side of the UPRR alignment; the northern crew would use the Carpinteria Avenue extension for access, while the southern crew would access the earthwork areas from the Rincon Beach County Park parking area. Storm drain construction would be integrated with the rough grading activities. The second stage would involve bridge construction. Construction would begin with the bridge foundations, using deep piles. The bridge would be a factory-built steel structure. The bridge would be delivered substantially complete but in two sections. After the two “halves” of the bridge are bolted together this unit would be lifted into place using two cranes, one situated on either side of the UPRR tracks. Once this “factory made” portion of the bridge is in place, the concrete bridge deck will be cast-in-place, and the wing walls and abutment back walls will be completed. After the bridge is in place, finish grading of the path will occur. Next, the path surfacing, consisting of aggregate base under concrete paving would be completed. The final major stage would include the landscaping installation, habitat restoration activities, and erosion protection. Other final touches would include fencing, signing, and the path striping

Cut material onsite would be utilized for the necessary fill material, as feasible. Excess cut volume would be exported from the site by haul trucks and transferred to the closest available receiver site. The quality of the excess graded material is anticipated to be suitable for fill material, which could be utilized by local on-going and future construction projects; several landowners in close proximity to the project site have also expressed interest in receiving soil. However, if at the time of project construction there are no local receiver sites for fill material, the project graded material would be transported to the closest transfer station or transported directly to the regional landfill.

It is anticipated that construction of the proposed project would commence in March 2022 and reach completion by March 2024, for a total construction window of approximately two years. The trail would be constructed using common earthwork equipment such as dozer, excavator, dump truck, and roller. Removal of vegetation located within or adjacent to the proposed trail route would be conducted using a crawler tractor or similar small loader or backhoe. A haul truck would transport removed vegetation to the Marborg Construction and Demolition Recycling Center, located at 119 N. Quarantina Street in Santa Barbara, California or other green waste collection facility; construction waste would also be delivered to Marborg or another similar recycling facility in Ventura County.

Temporary fencing would be installed where necessary and would be removed after construction activity in the area is complete. Permanent safety rails and fencing would consist of wood and cement for the post and rail fences and steel for the chain link fences and would be installed using small tractors, such as a skid steer, and other hand tools. A small excavator would also be used to construct the proposed concrete v-trench that would guide runoff water to the proposed storm drain system. Paving of the proposed parking lot would take approximately one to three weeks and would require use of medium-sized tractors and trucks.

The proposed bridge structure would be fabricated offsite. The bridge would be delivered by truck and installed using cranes, also delivered by truck. Additional smaller pieces of equipment, including welders and concrete saws, may also be utilized to link the bridge to the trail ramps. Construction of the overhead bridge would not interfere with railroad use in accordance with UPRR requirements, and may occur at night if required by UPRR to avoid daily train operations.

Signs would be installed after completion of the trail and bridge. Signs would be installed using a jackhammer and hand tools. Landscaping along the proposed trail would also occur after completion of trail construction. Revegetation of native plants and planting of the new slope faces would be achieved by hydroseeding using hydroseed trucks. Container plants would also be incorporated in the landscape palette. To ensure successful establishment of plantings, the planted vegetation would be watered weekly or bi-monthly depending on the season during the first two years of project operation through use of a water truck.

Operation

The proposed trail would accommodate multiple users including bicyclists and pedestrians. With the exception of “power-driven mobility devices” for persons with disabilities and maintenance or emergency vehicles, motorized vehicles would be prohibited on the proposed trail.

As with the majority of public trails in the City, access to the trail would be provided 24 hours a day, seven days a week. Trail closure would occur, however, during unsafe or emergency conditions, such as the unlikely event of a landslide or for some maintenance operations. No additional staffing for maintenance would be needed; instead, any trail needs would be accommodated by existing City of Carpinteria or County of Santa Barbara work crews.

Trash and recycling cans would be provided in the existing dirt parking lot at the western trail terminus. Waste collection services would be provided by E. J. Harrison and Sons or other local service provider and would occur weekly. As on-leash dogs would be allowed on the proposed trail, a dog waste bag dispenser and waste receptacle would be provided at the western end of the trail near the proposed parking lot. The dispenser would be similar to those currently provided by the City of Carpinteria's dog waste disposal bag program. Trash and recycling cans, and dog waste bag dispensers are currently available in Rincon Beach Park and would serve trail users.

1.7 Acquisition of Right-of-Way Easements

The proposed trail route crosses several parcels of land owned by public agencies. The trail parking lot location on Carpinteria Avenue is owned by the City of Carpinteria; trail implementation would require no easements for this portion. Heading east, the next portion of the trail, which courses down a hill parallel to the highway, is owned by the State of California as part of the US Highway 101 right-of-way. For this portion of the route, it is proposed that Caltrans would transfer title to the land to the City of Carpinteria.¹ From there, the proposed trail route crosses two parcels of land owned by UPRR (APN 001-010-032 and APN 001-220-092), an easement from UPRR would be sought to accommodate placement of the trail and bridge structure on this property. The trail then connects to a parcel of land owned by the County of Santa Barbara as part of Rincon Beach County Park; trail implementation would also require no easements for this portion.

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¹ The process for transfer of surplus land from Caltrans to another public entity typically entails several months, and in this case would probably not be completed prior to completion of environmental review for the Rincon Trail; however, transfer of the property would be completed prior to any construction commencing on the trail.