COUNTY OF SANTA BARBARA

Department of Public Works, Transportation

Draft Mitigated Negative Declaration

Modoc Road Bike Path

22NGD-00000-00003

May 9, 2022

PROJECT PROPONENT:

Santa Barbara County Public Works Department
123 E. Anapamu Street
Santa Barbara, California 93101
Contact: Morgan Jones - (805) 568-3059

PREPARED BY:

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Ventura, California 93003
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1.0 INTRODUCTION

1.1 PURPOSE AND LEGAL AUTHORITY

The California Environmental Quality Act (CEQA) requires that local, regional, and state agencies and special purpose districts prepare an Initial Study to identify potential environmental impacts associated with discretionary actions. An Initial Study is generally used to determine if significant impacts would occur, and to determine the need for preparation of either a Negative Declaration or further analysis in an EIR. The Santa Barbara County Public Works Department has prepared this Initial Study for the proposed Modoc Road Bike Path to comply with the provisions of CEQA.

1.2 PROJECT PROPONENT

Santa Barbara County Public Works Department
123 E. Anapamu Street
Santa Barbara, California 93101
Contact: Mr. Morgan Jones - 805/568-3059

1.3 PROJECT LOCATION

The Modoc Road bike path alignment is located approximately 0.25 miles south of the U.S. Highway 101/State Route 154 interchange, and just west of the City of Santa Barbara (see Figure 1). More specifically, the bike path alignment is located immediately south of Modoc Road from the western Encore Drive intersection east to the Via Senda intersection. Site photographs are provided as Figures 3 and 4.

1.4 PROJECT OBJECTIVES

The objective of the project is to provide a multi-use bike path/trail that would extend east from the existing Class I bike path (Obern Trail) along Cieneguitas Creek. The project is comprised of a portion of the proposed off-road trail as shown in Figure 16 of the Eastern Goleta Valley Community Plan.

1.5 PROJECT APPROVALS AND PERMITS

Project implementation may require the County to obtain permits and/or other forms of approval from Federal, State and local agencies. These agencies may include, but are not limited to, the following:

1.5.1 State Agencies

- Regional Water Quality Control Board – coverage under the construction storm water discharge general permit.

1.5.2 Local Agencies

- Santa Barbara County Public Works, Transportation – roadway encroachment permit for temporary lane closures of Modoc Road.

1.6 PUBLIC REVIEW

In compliance with Section 15073 of the State Guidelines for the Implementation of the California Environmental Quality Act, the Santa Barbara County Public Works Department will accept written comments on the adequacy of the information contained in the Draft IS/MND for a minimum 30-day period. Section 15074(b) of the State Guidelines for the Implementation of the California Environmental Quality Act, requires the decision-making body to consider comments received on the IS/MND when approving the project.

2.0 PROJECT DESCRIPTION

2.1 PROJECT CHARACTERISTICS

The proposed project represents partial implementation of a planned off-road bike path/trail as identified in the Eastern Goleta Valley Community Plan. This project consists of expanding an existing Class 2 bike lane to a Class 1 multi-use bike/pedestrian path along the south side of Modoc Road. The proposed bike path alignment extends approximately 3,930 feet from near the western Encore Drive intersection to near the Via Senda intersection. The western end of the proposed bike path would tie into an existing bike path about 50 feet south of the Modoc Road/Encore Drive intersection. The eastern terminus of the proposed bike path would be about 30 feet west of Via Senda along the southern shoulder of Modoc Road.

Most of bike path would be located south of the Modoc Road shoulder, with a meandering alignment along an existing trail to avoid mature trees. A portion of the bike path would be located outside the public right-of-way on the Modoc Preserve, which is managed as open space under a conservation easement by The Land Trust for Santa Barbara County. Santa Barbara County would obtain an easement for portions of the bike path outside the Modoc Road right-of-way.

The bike path would be 10 feet wide with minimum two foot-wide shoulders on each side. The bike path would be paved with asphalt concrete over an aggregate base. Two retaining walls (approximately 1,134 linear feet in total) would be required along the bike path to provide a level surface and limit earthwork. A 538 foot-long northern retaining wall would be visible from Modoc Road, with an average height of about five feet. A 596 foot-long southern retaining wall would be located on the south side of the bike path alignment and would not be visible from Modoc Road. A 300-foot-long segment of the existing equestrian trail would be realigned by providing a three-foot-wide earthen equestrian trail about three feet south of the proposed bike path. The limits of earthwork would vary from about 18 to 24 feet wide along the bike path alignment.

An existing 750 foot-long earthen drainage swale located parallel to Modoc Road would be slightly re-aligned and incorporated into the bike path design. The drainage swale would have a top width of about six feet and depth of about two feet.

2.2 CONSTRUCTION METHODS

The project would be constructed using traditional methods including demolition of the existing bike lane (where required), tree removal, rough grading, retaining wall construction, finish grading and paving. Construction staging would occur on the southern traffic lane and bike lane of Modoc Road. Mature trees located outside the earthwork limits would be flagged and avoided. Riparian vegetation and environmentally sensitive habitat associated with Cieneguitas Creek would be avoided. It is anticipated that construction work would be initiated in 2023 and require about four months to complete.

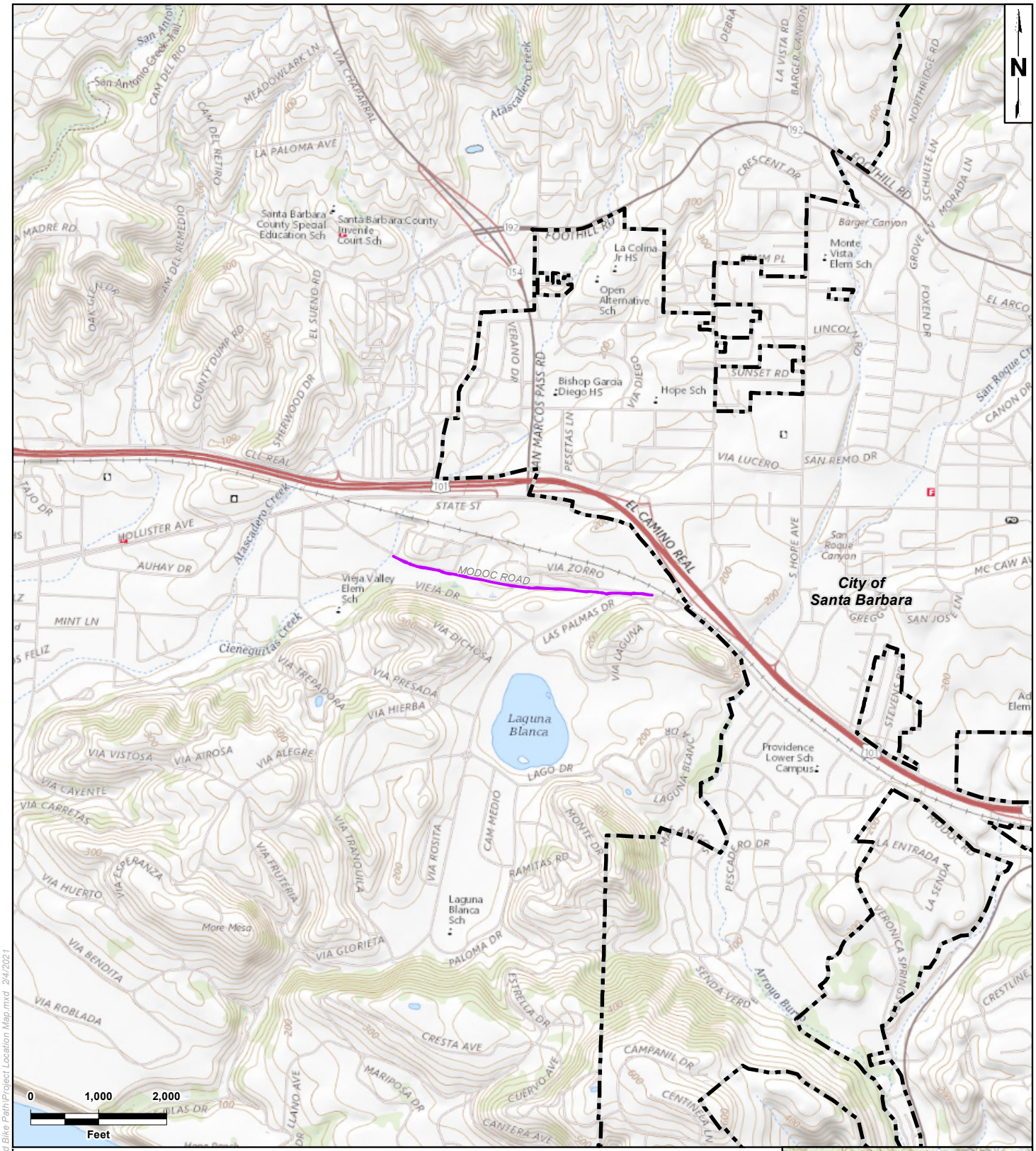
Two 12 foot by 80 foot construction staging areas have been identified and would be located within the eastbound lane and southern roadway shoulder, one at the Modoc Road/eastern Encore Drive intersection and the second about 1,800 feet to the east (see Figure 2).

Earthwork volumes would include about 1,332 cubic yards of cut and about 1,463 cubic yards of fill, with the balance (about 131 cubic yards of clean fill) would be imported. Bike path construction would require about 1,133 tons of hot-mix asphalt and about 903 cubic yards of Class II road base (aggregate/gravel).

Solid waste would be generated by project construction, including removed trees, asphalt and miscellaneous earth material (soil and old road base). All project-related solid waste would be recycled to the extent feasible.

Equipment and vehicles associated with the project would be fueled from a maintenance vehicle located away from drainages and residences. No storage of fuel is proposed at or near the project site.

Heavy-duty trucks and equipment would enter the construction area (Modoc Road) primarily from State Street via the U.S. Highway 101/State Route 154 interchange. Traffic control (signage and temporary flagmen) would be provided on Modoc Road as needed during construction to avoid conflicts with local traffic and ensure emergency vehicles can safely transit the work area.



LEGEND:

Bike Path Alignment

City Limits

MAP EXTENT:

Source: Esri Online Topo Basemap
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME:
MODOC ROAD BIKE PATH
SANTA BARBARA COUNTY, CA

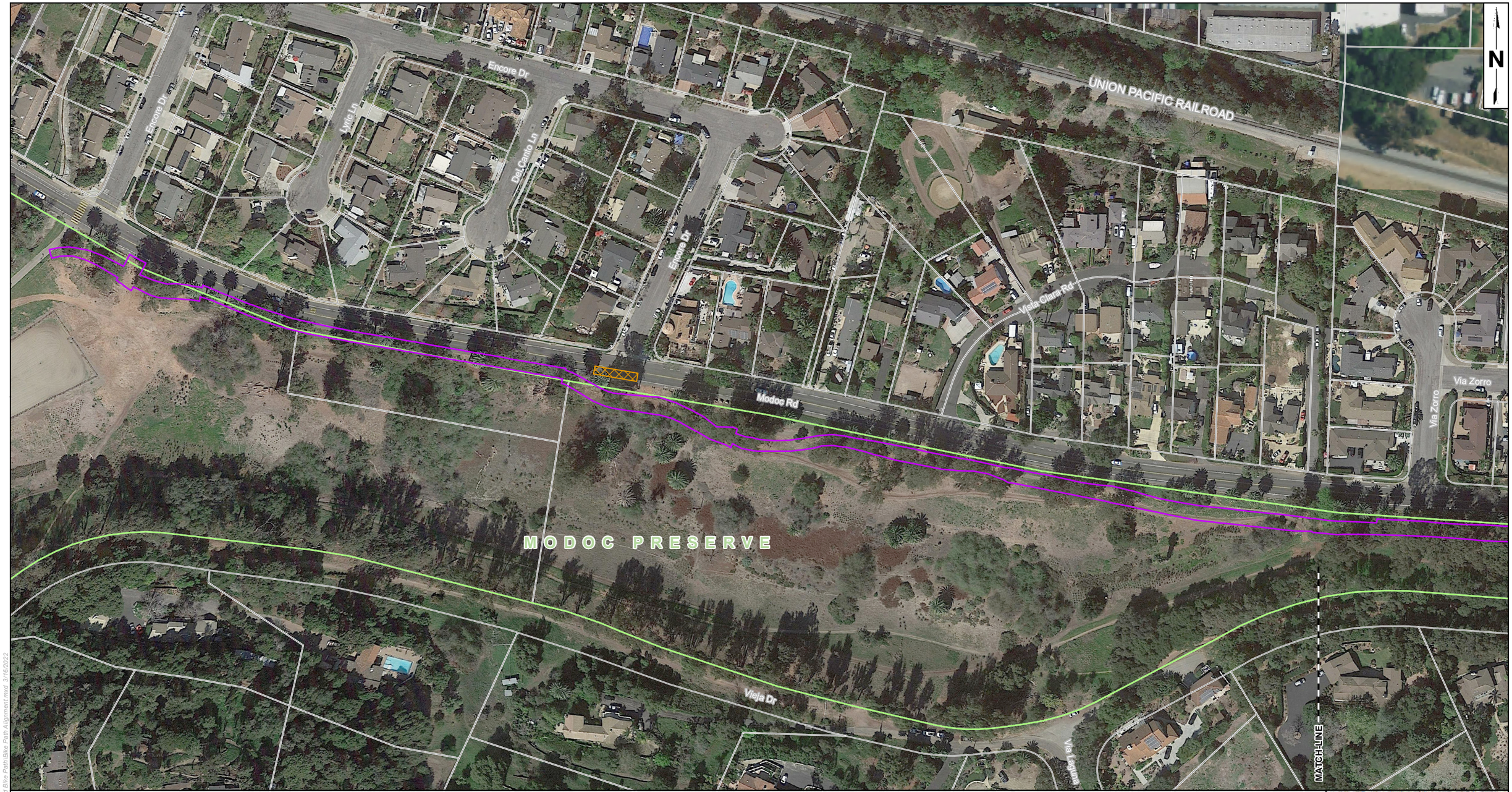
PROJECT NUMBER: 2002-8021

DATE: February 2021

PROJECT LOCATION MAP

FIGURE 1

Z:\GIS Projects\GIS Maps\Map Project\Modoc Road Bike Path\Project Location Map.mxd 2/4/2021



LEGEND:

- Bike Path Alignment
- Modoc Preserve
- Staging Area
- Assessor Parcel Boundary

MAP EXTENT:

0 75 150
FEET

Source: Google Earth Pro Imagery February 2021, NAIP 2020 Imagery, Esri Online Topo Basemap, County of Santa Barbara
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.

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PROJECT NAME: MODOC ROAD BIKE PATH
SANTA BARBARA COUNTY, CA

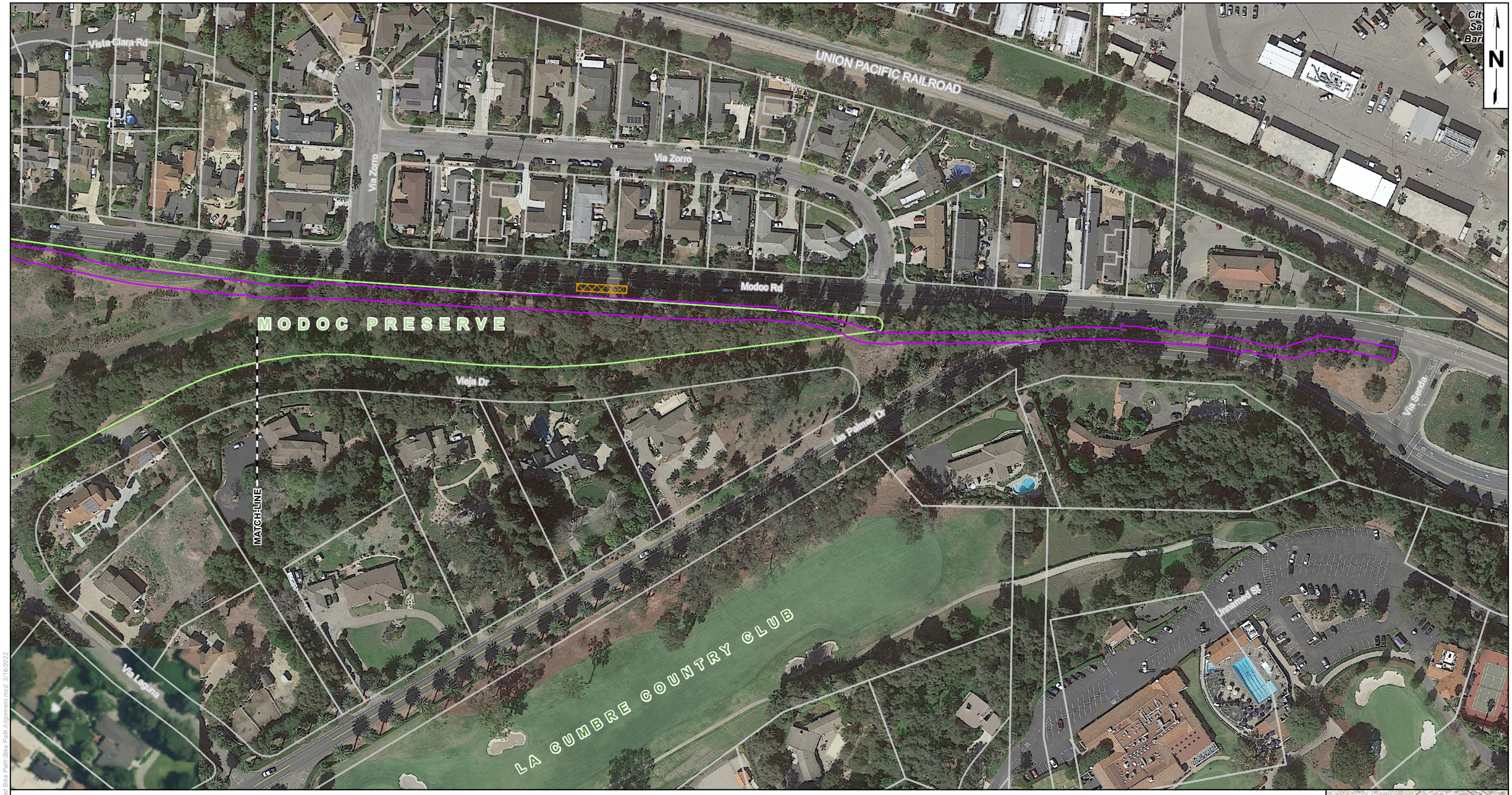
PROJECT NUMBER: 2002-8021

DATE: March 2022

BIKE PATH ALIGNMENT

FIGURE 2A

Z:\GIS Projects\GIS Maps\Map Project\Modoc Road Bike Path\Bike Path Alignment.mxd 3/16/2022



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- City Limits

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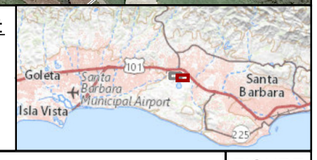

0 75 150
FEET

Source: Google Earth Pro Imagery February 2021, NAIP 2020 Imagery, Esri Online Topo Basemap, County of Santa Barbara
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.

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PROJECT NAME: MODOC ROAD BIKE PATH
SANTA BARBARA COUNTY, CA

PROJECT NUMBER: 2002-8021

DATE: March 2022

BIKE PATH ALIGNMENT

FIGURE 2B

Z:\GIS Projects\GIS Maps\Map Project\Modoc Road Bike Path\Bike Path Alignment.mxd 3/16/2022

a. Bike path alignment near Via Senda, facing west

b. Bike path alignment east of Via Zorro, facing west

c. Bike path alignment near Via Zorro, facing west

d. Bike path alignment (~300 feet west of 3.c), facing west

SITE PHOTOGRAPHS (1 of 2)
FIGURE 3

a. Bike path alignment near Vista Clara Court, facing west

b. Bike path alignment near Encore Drive (east), facing west

c. Bike path alignment south of Del Canto Lane, facing west

d. Bike path alignment at Encore Drive (west), facing east

SITE PHOTOGRAPHS (2 of 2)
FIGURE 4

3.0 ENVIRONMENTAL SETTING

3.1 EXISTING LAND USE

The proposed bike path alignment is located within the planning area of the County's Eastern Goleta Valley Community Plan, and extends across the following parcels and land uses:

- Modoc Road public right-of-way (no APN assigned)
- APN 061-220-009, 12.26 acres, zoned PU (public utility), land use designation UT (public utility)
- APN 061-220-010, 1.30 acres, zoned PU (public utility), land use designation UT (public utility)
- APN 061-261-001, 14.157 acres, zoned PU (public utility), land use designation UT (public utility)

The area north of Modoc Road along the proposed bike path alignment supports single-family residences (see Figure 2) and is zoned 10-R-1 and 10-R-2.

Comprehensive Plan Designation	*UT (public utilities), RES-1.0 (residential)*
Eastern Goleta Valley Community Plan Designation	*Same as Comprehensive Plan*
Zoning District, Ordinance	*PU (public utilities), 1.5-EX-1 (one family exclusive residential), LUDC*
Site Size	*2.2 acres (bike path earthwork footprint)*
Present Use & Development	*Transportation, open space*
Surrounding Uses/Zoning	*North: Residential (10-R-1, 10-R2), recreation (REC)* *South: Open space/Modoc Preserve (PU), residential (1.5-EX-1)* *East: Transportation (Modoc Road), residential (1.5-EX-1)* *West: Transportation (Modoc Road), residential (20-R-1)*
Access	*Modoc Road*
Public Services	*Water Supply: Project does not require water* *Sewage: Project would not generate wastewater* *Fire: Santa Barbara County Fire Department (Station 13)*

3.2 OTHER PENDING AND APPROVED DEVELOPMENT

Section 15355 of the State CEQA Guidelines states that "cumulative impacts refer to two or more individual effects which when considered together are considerable or which compound or increase other environmental impacts." Further, "the individual effects may be changes resulting from a single project or a number of separate projects", and "the cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects." "Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

3.2.1 Santa Barbara County

Public Works Department. County project 864050: Modoc Road Segment I Bike Path from Santa Barbara City/County boundary to Via Senda at the La Cumbre Road overpass. Project bid opening on March 21, 2022, scheduled to start construction in summer 2022.

Planning & Development Department. The following list of projects was obtained from the County's cumulative projects list, focusing on projects that may result in substantial impacts that are located within the Eastern Goleta Valley Community Plan planning area.

- Park Hill Estates: 16 single-family residences (under construction).
- Montessori Center School: 55,779 square feet of improvements (in process).
- Laurel Springs Retreat Center: 39,198 square feet of improvements (in process).
- Galileo Apartment Building: 27 apartment units (in process).

3.2.2 City of Goleta

The following major projects were under review by the City as of March 1, 2022.

- Heritage Ridge: 104 affordable and 228 market rate apartments (in process).
- Sywest industrial building: 70,594 square feet (in process).
- Seymour Duncan: two office/warehouse buildings totaling 197,560 square feet (in process).
- Cabrillo Business Park: 95,490 square foot office building (in process).

3.2.3 City of Santa Barbara

Las Positas Road/Modoc Road Bicycle & Pedestrian Path Project. This project is comprised of a 2.6-mile-long separated pathway for bicyclists, runners, and pedestrians of all ages and abilities along Las Positas and Modoc Roads. Construction was completed on March 3, 2022.

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

The following checklist indicates the potential level of impact and is abbreviated as follows:

Potentially Significant Impact: A fair argument can be made, based on the substantial evidence in the file, that an effect may be significant.

Less than Significant Impact with Mitigation: Incorporation of mitigation measures has reduced an effect from a Potentially Significant Impact to a Less Than Significant Impact.

Less than Significant Impact: An impact is considered adverse but does not exceed a significance threshold.

No Impact: There is adequate supporting documentation that the impact does not apply to the subject project.

Reviewed Under Previous Document: The analysis contained in a previously adopted/certified environmental document adequately addresses this issue and is summarized in the discussion below. The discussion should include reference to the previous documents, a citation of the page or pages where the information is found, and identification of mitigation measures incorporated from those previous documents.

4.1 AESTHETICS/VISUAL RESOURCES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view?				X	
b. Change to the visual character of an area?			X		
c. Glare or night lighting which may affect adjoining areas?				X	
d. Visually incompatible structures?			X		

Setting:

The project site (Modoc Road corridor) is located in an area designated as “low, Class 2” scenic value by the Open Space Element of the Santa Barbara County Comprehensive Plan. Scenic highways in proximity to the project site are U.S. Highway 101 (eligible scenic highway, located 0.2 miles to the north) and State Route 154 (designated scenic highway, located 0.3 miles to the north). The project site is not visible from these scenic roadways. Public scenic resources (mountain views, island/ocean views, 360^{o} views, gateways, local scenic routes) as identified in Table 4 of the Eastern Goleta Valley Community Plan do not occur within or adjacent to the project site. The nearest identified scenic resource to the project site is State Street at State Route 154 which provides mountain/foothill views and is considered a community gateway. This resource is located approximately 1,300 feet north of the project site. The proposed bike path alignment is not visible from and provides no contribution to this scenic resource.

The scenic character of the project vicinity is dominated by suburban residential components, including collector streets, single-family residences and mature landscaping. However, the open space area to the south (Modoc Preserve) modifies the residential scenic character to provide a more rural environment. Mountain or ocean views are not available from the project site, as they are obscured by vegetation, structures and/or topography.

The subject segment of Modoc Road is lined with mature Canary Island palm trees to the south and residential landscaping to the north (see Figures 3 and 4). These palm trees provide a distinctive visual character and park-like visual setting.

County Environmental Thresholds:

The County's Visual Aesthetics Impact Guidelines classify coastal and mountainous areas, the urban fringe, and travel corridors as "especially important" visual resources. A project may have the potential to create a significantly adverse aesthetic impact if (among other potential effects) it would impact important visual resources, obstruct public views, remove significant amounts of vegetation, substantially alter the natural character of the landscape, or involve extensive grading visible from public areas. The guidelines address public, not private views.

Impact Discussion:

a. The proposed bike path would be constructed at grade and would not obstruct views of any scenic resources. Therefore, the proposed bike path would not create an aesthetically offensive site.

b. The proposed project would require the removal of approximately 63 trees which may alter the visual character of the Modoc Road corridor. However, the project has been designed to avoid mature trees to the extent feasible by locating the bike path adjacent to the roadway shoulder or to the south of many larger trees along the existing trail. Only 10 of the 47 mature Canary Island palms lining the subject segment of Modoc Road would be removed, and trees south of the bike path alignment would remain and continue to provide a park-like visual setting. Therefore, project-related changes to the visual character of Modoc Road would be minor and considered a less than significant impact.

c. The project would not involve any glare-producing features or require night lighting.

d. The project would include an approximately 538-foot-long, five-foot-tall retaining wall along the northern margin of the bike path which would be visible from Modoc Road. A portion of the wall would be at least partially obscured by intervening vegetation. This retaining wall would not be visually obtrusive or substantially degrade the visual quality of views from Modoc Road.

Mitigation and Residual Impact:

No mitigation is required. The project would not create any significant project-specific aesthetic impacts or substantially contribute to cumulative impacts.

4.2 AGRICULTURAL RESOURCES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs?				X	
b. An effect upon any unique or other farmland of State or Local Importance?				X	

Setting:

An Important Farmland map for the project area was obtained from the California Department of Conservation. The proposed bike path alignment lies within lands designated as "urban or built-up". Lands designated as prime farmland, statewide-importance farmland and unique farmland does not occur at the project site. The nearest designated important farmlands are Prime farmland (currently planted with row crops) located approximately 1.5 miles to the west and Unique farmland (currently planted with orchards) located approximately 1.1 miles to the northwest. There are no agriculturally zoned lands in proximity to the project site.

County Environmental Thresholds:

The County's Agricultural Resources Guidelines (approved by the Board of Supervisors, August 1993) provide a methodology for evaluating agricultural resources. These guidelines utilize a weighted point system to serve as a preliminary screening tool for determining significance. The tool assists planners in identifying whether a previously viable agricultural parcel could potentially be subdivided into parcels that are not considered viable after division. A project which would result in the loss or impairment of agricultural resources would create a potentially significant impact. The Point System is intended to measure the productive ability of an existing parcel as compared to proposed parcels. The tool compares availability of resources and prevalent uses that benefit agricultural potential but does not quantifiably measure a parcel's actual agricultural production.

Initial Studies are to use this Point System in conjunction with any additional information regarding agricultural resources. The Initial Study assigns values to nine particular characteristics of agricultural productivity of a site. These factors include parcel size, soil classification, water availability, agricultural suitability, existing and historic land use, comprehensive plan designation, adjacent land uses, agricultural preserve potential, and combined farming operations. If the tabulated points total 60 or more, that parcel is considered viable for the purposes of analysis. The project would be considered to have a potentially significant impact if the division of land of a viable parcel would result in parcels that did not either score over 60 in themselves or resulted in a score with a significantly lower score than the existing parcel. Any loss or impairment of agricultural resources identified using the Point System could constitute a potentially significant impact and warrants additional site-specific analysis.

Impact Discussion:

a. The project would not involve the conversion of agricultural lands, or conflict with existing agricultural uses or preserve programs.

b. The proposed project would not affect farmland of State or Local Importance.

Mitigation and Residual Impact:

No mitigation is required. The project would not result in impacts to agricultural resources or contribute to cumulative impacts.

4.3 A. AIR QUALITY

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation including, CO hotspots, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)?			X		
b. The creation of objectionable smoke, ash or odors?			X		
c. Extensive dust generation?			X		

Setting:

The primary chemical compounds that are considered pollutants emitted into or formed in the atmosphere include ozone, oxides of nitrogen, sulfur dioxide, hydrocarbons, carbon monoxide, and particulate matter.

Ozone is formed in the atmosphere through a complex series of chemical reactions generally requiring light as an energy source. Ozone is a pungent, colorless gas that is a strong irritant and attacks the respiratory system. Respiratory and cardiovascular diseases are aggravated by exposure to ozone. A healthy person exposed to high concentrations of ozone may experience nausea, dizziness, and burning in the chest. Ozone also damages crops and other vegetation.

Oxides of nitrogen (NO_x) which are considered pollutants include nitric oxide (NO) and nitrogen dioxide (NO_2). NO is colorless and odorless and is generally formed by combustion processes combining atmospheric oxygen and nitrogen. NO_2 is a reddish-brown irritating gas formed by the combination of NO and oxygen in the atmosphere or at the emission source. Both NO and NO_2 are considered ozone precursors because they react with hydrocarbons and oxygen to produce ozone. Exposure to NO_2 may increase the potential for respiratory infections in children and cause difficulty in breathing even among healthy persons and especially among asthmatics.

Sulfur dioxide (SO_2) is a colorless, pungent, irritating gas which affects the upper respiratory tract. Sulfur dioxide may combine with particulate matter and settle in the lungs, causing damage to lung tissues. Sulfur dioxide may combine with water in the atmosphere to form sulfuric acid that may fall as acid rain, damaging vegetation.

Hydrocarbons include a wide variety of compounds containing hydrogen and carbon. Many hydrocarbons (known as reactive organic compounds [ROC]) react with NO and NO_2 to form ozone. Generally, ambient hydrocarbon concentrations do not cause adverse health effects directly, but result in ozone formation.

Carbon monoxide (CO) is a colorless, odorless gas generally formed by incomplete combustion of hydrocarbon-containing fuels. Carbon monoxide does not irritate the respiratory tract, but does interfere with the ability of blood to carry oxygen to vital tissues.

Particulate matter consists of a wide variety of particle sizes and composition. Generally, particles less than 10 microns (PM_{10}) are considered to be pollutants because they accumulate in the lung tissues and may contain toxic materials which can be absorbed into the

The project site is located in Santa Barbara County within the South Central Coast Air Basin (SCCAB) which encompasses three counties: San Luis Obispo, Santa Barbara and Ventura. The Santa Barbara County portion of the SCCAB periodically fails to meet air quality standards and is a designated a “non-attainment” area for the State particulate matter (PM_{10}) and ozone standards.

Air pollution control is administered on three governmental levels. The U.S. Environmental Protection Agency (EPA) has jurisdiction under the Clean Air Act, the California Air Resources Board (CARB) has jurisdiction under the California Health and Safety Code and the California Clean Air Act, and the Santa Barbara County Air Quality Pollution District (APCD) shares responsibility with the CARB for ensuring that all State and Federal ambient air quality standards are attained within the Santa Barbara County portion of the SCCAB.

The 2019 Ozone Plan (2019 Plan) was adopted by the APCD’s Board of Directors in December 2019 and is the ninth triennial update to the initial state Air Quality Attainment Plan (other updates were done in 1994, 1998, 2001, 2004, 2007, 2010, 2013, and 2016). Each of the plan updates have implemented an “every feasible measure” strategy to ensure continued progress toward attainment of the state ozone standards. Since 1992, Santa Barbara County has adopted or amended more than 25 control measures aimed at reducing emissions from stationary sources of air pollution. These measures have substantially reduced ozone precursor pollutants, which includes NOx and ROC.

Along with the implementation of statewide measures, the APCD’s control measure strategy has successfully improved the County’s air quality, as we’ve witnessed a downward trend in ozone exceedances. For the last four years, Santa Barbara County had three or fewer exceedances of the State 8-hour ozone standard, and the County was designated as nonattainment-transitional in April 2017. This designation means that the County is getting close to attaining the standard and the APCD must determine whether additional control measures are necessary to accomplish expeditious attainment of the state standard.

The closest air quality monitoring station and most representative of the project site is the Goleta station, located approximately 3.6 miles west of the project site. The most recent ambient air quality data from the project area is presented in Table 1. These data indicate the State PM_{10} standard is periodically exceeded.

Table 1. Summary of Ambient Air Quality Data

Pollutant	2018	2019	2020
Ozone – Goleta station			
Highest 1-Hour concentration (ppm)	0.077	0.072	0.084
Highest 8-Hour concentration (ppm)	0.056	0.062	0.067
Number of State Exceedances (8-Hour>0.070 ppm)	0	0	0
Number of Federal Exceedances (8-Hour>0.075 ppm)	0	0	0
Particulate Matter less than 10 microns (PM_{10}) – Goleta station			
Highest Sample (micrograms/cubic meter)	71.7	63.3	85.8
Number of State Exceedances (Samples>50)	4	2	11
Particulate Matter less than 2.5 microns ($PM_{2.5}$) – Goleta station			
Highest Sample (micrograms/cubic meter)	35.6	26.3	61.2
Number of Federal Exceedances (Samples>35)	1	0	6

County Environmental Thresholds:

The County's Environmental Thresholds and Guidelines Manual (updated January 2021) provides the following thresholds to determine the significance of long-term air pollutant emissions under the California Environmental Quality Act.

- Emits (from all sources, except registered portable equipment) greater than the daily trigger for offsets in the APCD New Source Review Rule (55 pounds per day for NO_x or ROC; 80 pounds per day for PM_{10});
- Emits greater than 25 pounds per day of NO_x or ROC (motor vehicle trips only);
- Causes or contributes to a violation of a State or Federal air quality standard (except ozone).
- Exceeds APCD health risk public notification thresholds.
- Is inconsistent with adopted State and Federal Air Quality Plans (2019 Ozone Plan).

No thresholds have been established for short-term impacts associated with construction activities. However, the County's Grading Ordinance requires standard dust control conditions for all projects involving grading activities. Long-term/operational emissions thresholds have been established to address mobile emissions (i.e., motor vehicle emissions) and stationary source emissions (i.e., stationary boilers, engines, paints, solvents, and chemical or industrial processing operations that release pollutants).

Impact Discussion:

a. Short-Term Construction Impacts. The proposed project would generate air pollutant emissions as a result of construction activities, primarily exhaust emissions from heavy-duty trucks, worker vehicles and heavy equipment. Emissions were estimated for a peak day, during rough grading for the bike path. It was assumed that 4 truck trips (8 one-way trips) and 8 worker trips (16 one-way trips) would occur on a peak work day. Project peak day emissions were estimated using the CARB EMFAC 2021 and OFFROAD 2021 emissions models with project-specific inputs (Santa Barbara County, year 2023) and are listed in Table 2. Due to their small magnitude and duration, project emissions are considered a less than significant air quality impact.

Project-related construction activities include minor grading; however, the site is relatively level and earth-moving activities would be minimal. Earth moving operations at the project site would not have the potential to result in significant project-specific short-term emissions of fugitive dust and PM_{10}, with the implementation of standard construction emissions reduction measures recommended by the APCD (listed below) and compliance with APCD Rule 345 (Control of Fugitive Dust from Construction and Demolition Activities).

Table 2. Construction Air Pollutant Emissions

Source	Pounds per Peak Day			
	ROC	NO_x	CO	PM_{10}
Equipment exhaust	1.7	16.0	16.4	0.8
On-road vehicles	0.1	1.3	2.0	0.1
Fugitive dust	0.0	0.0	0.0	100.9
Total	1.8	17.3	18.4	101.8

Emissions of ozone precursors (NO_x and ROC) during project construction would result primarily from the on-site use of heavy equipment. Due to the limited period of time that heavy equipment operation would occur on the project site, construction-related emissions of NO_x and ROC would not be significant on a project-specific or cumulative basis. However, due to the non-attainment/transitional status of the County for the State 8-hour ozone standard, the project would implement construction emissions reduction measures listed below to reduce construction-related emissions of ozone precursors to the extent feasible.

Standard APCD Construction Emissions Reduction Measures. Measures provided in the APCD's 2017 Scope and Content of Air Quality Sections in Environmental Documents would be implemented and are listed below.

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible.
- Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
- If importation, exportation and stockpiling of fill material is involved, soil stockpiles that may generate dust shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting dust-producing material to and from the site shall be tarped from the point of origin.
- If wet soil or mud is present, gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
- After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise treated so that dust generation is minimized.
- The contractor 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 APCD prior to grading/building permit issuance and/or map clearance.
- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an SBCAPCD permit.
- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use Off-Road Diesel Vehicles (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce NOx emissions, diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Project-related mobile equipment shall comply with the State Off-Road Regulation.
- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-Use (On-Road) Heavy-Duty Diesel-Fueled Vehicles (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. On-road heavy-duty trucks shall comply with the State On-Road Regulation.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

- Diesel engines used to power off-road mobile equipment to conduct routine maintenance shall be certified to meet State Tier 3 or higher emissions standards.

Long-Term Operation Emissions. The proposed project involves a bike path would not directly generate any air emissions. The project is not expected to attract motor vehicle trips by bike path/trail users, as parking areas are not provided. Therefore, the proposed project would not have any long-term air quality impacts.

b. Construction of the proposed bike path may result in small amounts of smoke and odors related to diesel powered equipment exhaust. However, such smoke and odors would be temporary and occur only periodically during the construction period. Overall, project-related smoke and odors would be minor and not considered objectionable or violate APCD Rule 303 (nuisance).

c. See part a. regarding fugitive dust which would be minimized by implementation of standard APCD construction emissions reduction measures and compliance with APCD Rule 345.

Mitigation and Residual Impact:

No significant impacts were identified; therefore, mitigation is not required. Residual impacts would be less than significant.

4.3 B. GREENHOUSE GAS EMISSIONS

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X	

Setting:

Climate change, often referred to as “global warming” is a global environmental issue that refers to any significant change in measures of climate, including temperature, precipitation, or wind. Climate change refers to variations from baseline conditions that extend for a period (decades or longer) of time and is a result of both natural factors, such as volcanic eruptions, and anthropogenic, or man-made, factors including changes in land-use and burning of fossil fuels. Anthropogenic activities such as deforestation and fossil fuel combustion emit heat-trapping greenhouse gases (GHG), defined as any gas that absorbs infrared radiation within the atmosphere.

In 2021, the average contiguous U.S. temperature was 54.5°F, 2.5°F above the 20th-century average and ranked as the fourth-warmest year in the 127-year period of record. The six warmest years on record have all occurred since 2012. The December 2021 contiguous U.S. temperature was 39.3°F, 6.7°F above average and exceeded the previous record set in December 2015.

GHG emissions are a global issue, as climate change is not a localized phenomenon. Eight recognized GHGs are described below. The first six are commonly analyzed for projects, while the last two are often excluded for reasons described below.

- Carbon Dioxide (CO_2): natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic degassing; anthropogenic sources of CO_2 include burning fuels such as coal, oil, natural gas, and wood.
- Methane (CH_4): natural sources include wetlands, permafrost, oceans and wildfires; anthropogenic sources include fossil fuel production, rice cultivation, biomass burning, animal husbandry (fermentation during manure management), and landfills.
- Nitrous Oxide (N_2O): natural sources include microbial processes in soil and water, including those reactions which occur in nitrogen-rich fertilizers; anthropogenic sources include industrial processes, fuel combustion, aerosol spray propellant, and use of racing fuels.
- Chlorofluorocarbons (CFCs): no natural sources, synthesized for use as refrigerants, aerosol propellants, and cleaning solvents.
- Hydrofluorocarbons (HFCs): no natural sources, synthesized for use in refrigeration, air conditioning, foam blowing, aerosols, and fire extinguishing.
- Sulfur Hexafluoride (SF_6): no natural sources, synthesized for use as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF6 has a long lifespan and high global warming potential.
- Ozone: unlike the other GHGs, ozone in the troposphere is relatively short-lived and, therefore, is not global in nature. Due to the nature of ozone, and because this project is not anticipated to contribute a significant level of ozone, it is excluded from consideration in this analysis.
- Water Vapor: the most abundant and variable GHG in the atmosphere. It is not considered a pollutant and maintains a climate necessary for life. Because this project is not anticipated to contribute significant levels of water vapor to the environment, it is excluded from consideration in this analysis.

The primary GHGs that would be emitted during construction of the proposed project are CO_2, CH_4 and N_2O. The project is not expected to have any associated use or release of HFCs, CFCs or SF_6.

CO_2 is also used as a reference gas for climate change. To account for different GHG global warming potentials, emissions are often quantified and reported as CO_2 equivalents (CO_2E). Currently, the CO_2 global warming potential is set at a reference value of 1, CH_4 has a global warming potential of 27.9 (i.e., 1 ton of methane has the same warming potential as 27.9 tons of CO_2), while nitrous oxide has a warming potential of 273.

In efforts to reduce and mitigate climate change impacts, State and local governments are implementing policies and initiatives aimed at reducing GHG emissions. California, one of the largest state contributors to the national GHG emission inventory, has adopted significant reduction targets and strategies. The primary legislation affecting GHG emissions in California is the California Global Warming Solutions Act (Assembly Bill [AB] 32). AB 32 focuses on reducing GHG emissions in California, and requires the CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. In addition, two State-level Executive Orders have been enacted by the Governor (Executive Order S-3-05, signed June 1, 2005, and Executive Order S-01-07, signed January 18, 2007) that mandate reductions in GHG emissions.

In December of 2009, the California Natural Resources Agency adopted amendments to the CEQA Guidelines (Title 14, Cal. Code of Regulations, §15000 et seq.) to comply with the mandate set forth in Public Resources Code §21083.05. These revisions became effective March 18, 2010. According to GHG amendments to the CEQA Guidelines, each public agency that is a CEQA lead agency needs to develop its own approach to performing a climate change analysis for projects that generate GHG emissions. A consistent approach should be applied for the analysis of all such projects, and the analysis must be based on best available information.

Santa Barbara County completed the first phase (Climate Action Study) of its climate action strategy in September 2011. The Climate Action Study provides a County-wide GHG inventory and an evaluation of potential emission reduction measures. The second phase of the County's climate action strategy is an Energy and Climate Action Plan (ECAP), which was adopted by the County Board of Supervisors on June 2, 2015. The ECAP includes a base year (2007) GHG inventory for unincorporated areas of the County, which identifies total GHG emissions of 1,192,970 metric tons CO_2E and 28,560 metric tons CO_2E for construction and mining equipment (primary project-related GHG source). Note that the base year inventory does not include stationary sources and energy use (natural gas combustion and electricity generation).

The focus of the ECAP is to establish a 15 percent GHG reduction target from baseline (by 2020) and develop source-based and land use-based strategies to meet this target. The County has been implementing the ECAP's emission reduction measures since 2016. However, the County did not meet the 2020 GHG emission reduction goal contained within the ECAP, and an updated 2030 Climate Action Plan is in development.

In November 2021, Santa Barbara County completed a Climate Change Vulnerability Assessment as a first step to improving regional resiliency by analyzing how climate change may harm the community. The Assessment considered how severe the effects of climate change hazards are likely to be for the county's people and assets and identifies which groups of people and assets face the greatest potential for harm. The County will use these results to prepare an Adaptation Plan and update the Santa Barbara County Seismic Safety and Safety Element to increase resiliency throughout the unincorporated county.

County Environmental Thresholds:

On January 26, 2021, the Board of Supervisors adopted interim thresholds of significance for GHG emissions from non-industrial stationary source projects. The numeric screening threshold is 300 $MTCO_2E$ per year and is used in this Initial Study to determine the significance of the project's GHG emissions.

Impact Discussion:

a. Construction. Construction of the proposed bike path would generate GHG emissions from the engine exhaust of heavy equipment and motor vehicles. Table 3 provides a summary of GHG emissions as compared to the County's interim threshold. Project-related GHG emissions would be less than the County's interim threshold; therefore, global climate change impacts are considered less than significant.

Operation. The project involves a bike path to be used by bicyclists and pedestrians and would not generate GHG emissions. The project may result in some shift in transportation mode from motor vehicle to bicycle, which would reduce GHG emissions.

b. The proposed project is consistent with adopted air quality plans (2019 Ozone Plan) because it would have no effect on population projections upon which the Ozone Plan is based. The proposed project is also consistent with the ECAP.

Table 3. Construction GHG Emissions (metric tons)

Source	CO_2	N_2O	CH_4	CO_2e
Heavy equipment	115.3	<0.1	<0.1	116.2
Motor vehicles	13.7	<0.1	<0.1	14.0
Total	**129.0**	**<0.1**	**<0.1**	**130.2**
Santa Barbara County Interim Threshold				300

4.4 BIOLOGICAL RESOURCES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
Flora					
a. A loss or disturbance to a unique, rare or threatened plant community?				X	
b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants?			X		
c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?			X		
d. An impact on non-native vegetation whether naturalized or horticultural if of habitat value?			X		
e. The loss of healthy native specimen trees?		X			
f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat?			X		
Fauna					
g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals?		X			
h. A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)?			X		
i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?			X		
j. Introduction of barriers to movement of any resident or migratory fish or wildlife species?			X		
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?			X		

Setting:

The following discussion is based on the results of a tree survey conducted on February 10, 2021 and a biological survey conducted on March 14, 2022 by Padre Associates' senior biologist Matt Ingamells. In addition, plant and animal species lists developed for the Modoc Preserve Native Grassland Restoration Project were utilized.

Vegetation. A total of 95 vascular plant species were identified within about 150 feet of the bike path alignment during the field survey. Plants observed consisted of 39 (41 percent) native taxa and 56 (59 percent) non-native, naturalized, or ornamental taxa. Note that landscaping and ornamental species planted at residential properties on the north side of Modoc Road are not included. A list of all plant species observed along the bike path alignment is provided as Appendix A.

Vegetation was mapped along an approximately 150 foot-wide corridor along the bike path alignment, and can be divided into five plant communities, based on the vegetation classification system used in A Manual of California Vegetation (Sawyer et al., 2009) as modified to address the disturbed nature of the project site. These vegetation types are depicted on Figure 5 and described below.

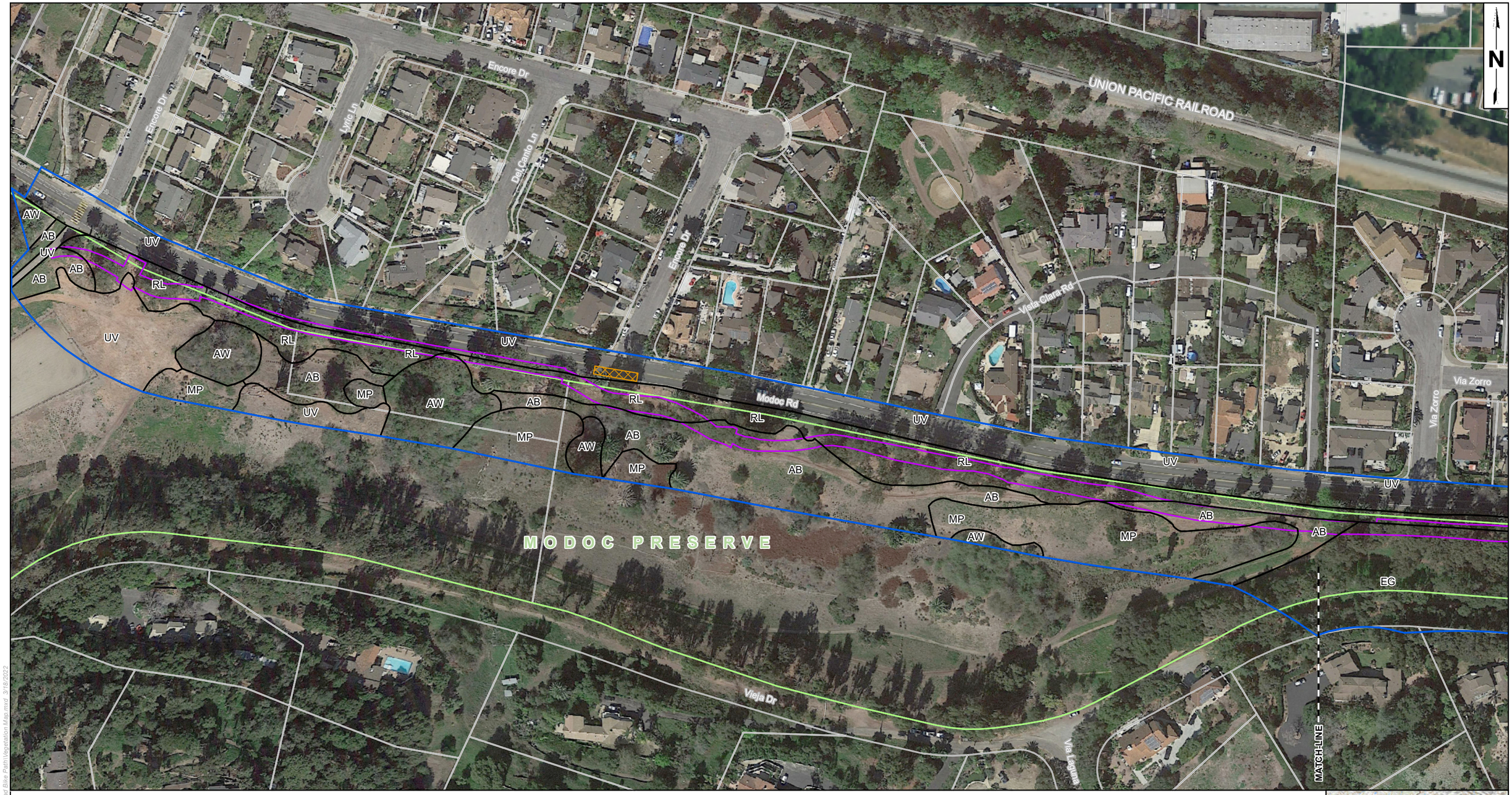
Arroyo Willow Thickets (*Salix lasiolepis* Shrubland Alliance). This term is used to describe patches of arroyo willows at the Modoc Preserve, and riparian vegetation along Cieneguitas Creek. Red willows (*Salix laevigata*) occur with arroyo willows along Cieneguitas Creek.

Roadside Landscaping. This term is used to describe landscape plantings along the south side of Modoc Road, including the linear row of Canary Island palms (*Phoenix canariensis*) located west of the eastern Via Zorro intersection, Catalina cherry (*Prunus lyonii*), cotoneaster (*Cotoneaster pannosus*) and toyon (*Heteromeles arbutifolia*) planted on the slopes east of the eastern Via Zorro intersection and trees planted near the southwestern corner of the Via Senda/Modoc Road intersection. The understory of most these areas is dominated by rip-gut grass (*Bromus diandrus*) and wild barley (*Hordeum murinum*), with patches of Bermuda buttercup (*Oxalis pes-caprae*).

Eucalyptus Groves. This term is used to describe blue gum eucalyptus (*Eucalyptus globulus*) stands located mostly south of the Canary Island palms, and extending to the east along the south side of Modoc Road. The understory is very sparse with occasional goose grass (*Galium aparine*) and toyon.

Annual Brome Grasslands (*Avena* ssp.-*Bromus* ssp. Semi-Natural Alliance). This term is used to describe weedy areas located south of roadside landscaping and north of meadow plantings of the Modoc Preserve. Dominant species include rip-gut grass, wild barley and summer mustard (*Hirschfeldia incana*).

Meadow Plantings. This term is used to describe restoration plantings located on the north side of the Modoc Preserve, which include patches of mugwort (*Artemisia douglasiana*), yerba mansa (*Anemopsis californica*), spreading rush (*Juncus patens*) and purple needlegrass (*Stipa pulchra*).



LEGEND:

- Bike Path Alignment
- Modoc Preserve
- Staging Area
- Assessor Parcel Boundary
- Vegetation Mapping Limits
- Vegetation Type
  - AB Annual Brome Grasslands
  - AW Arroyo Willow Thickets
  - EG Eucalyptus Groves
  - MP Meadow Plantings (Modoc Preserve)
  - RL Roadside Landscaping (including palms)
  - UV Unvegetated (including Modoc Road)

MAP EXTENT:

0 75 150
FEET

Source: Google Earth Pro Imagery February 2021, NAIP 2020 Imagery, Esri Online Topo Basemap, County of Santa Barbara
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME: MODOC ROAD BIKE PATH SANTA BARBARA COUNTY, CA
PROJECT NUMBER: 2002-8021
DATE: March 2022

VEGETATION MAP

FIGURE 5A

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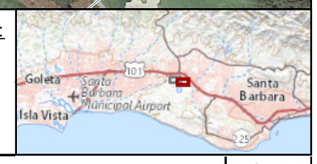
LEGEND:

- Bike Path Alignment
- Modoc Preserve
- Staging Area
- Assessor Parcel Boundary
- City Limits
- Vegetation Mapping Limits
- Vegetation Type
  - AB Annual Brome Grasslands
  - EG Eucalyptus Groves
  - MP Meadow Plantings (Modoc Preserve)
  - RL Roadside Landscaping (including palms)
  - UV Unvegetated (including Modoc Road)

MAP EXTENT:



0 75 150
FEET

Source: Google Earth Pro Imagery February 2021, NAIP 2020 Imagery, Esri Online Topo Basemap, County of Santa Barbara
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.

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ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME: MODOC ROAD BIKE PATH
SANTA BARBARA COUNTY, CA

PROJECT NUMBER: 2002-8021

DATE: March 2022

VEGETATION MAP

FIGURE 5B

Z:\GIS Projects\GIS Maps\Map Project\Modoc Road Bike Path\Vegetation Map.mxd 3/18/2022

Wildlife. The wildlife habitat value of the project site is higher than typical suburban areas given its location adjacent to an open space area. Observed vertebrate species include those seen or detected by track, scat, burrows or vocalizations (calls, songs, etc.) during the biological survey conducted for the project. In addition, wildlife observed at Modoc Preserve as part of monitoring the Modoc Preserve Native Grassland Restoration Project and bird species reported from the Modoc Preserve on eBird.org are likely to occur at the project site. A list of observed and reported wildlife species is provided as Appendix B, including those species reported from the Modoc Preserve.

The western terminus of the bike path alignment is located adjacent to Cieneguitas Creek, which is a tributary of Atascadero Creek that flows into the Goleta Slough. This creek reach is maintained periodically by the Santa Barbara County Flood Control District including trimming trees and removing debris and brush from the channel.

Cienguitas Creek is included in the critical habitat designation for southern California steelhead and this species has been reported from Atascadero, San Jose and San Pedro creeks (Stoecker et al., 2002). However, steelhead have not been reported from Cieneguitas Creek since 1984 due to impassable fish barriers. Fish were not observed in Cieneguitas Creek during the biological survey.

Amphibians and reptiles observed or reported to occur along the bike path alignment are limited to Baja California chorus frog, western fence lizard and gopher snake. Low quality pool habitat for western pond turtle was observed in Cieneguitas Creek near the project site during the biological survey. However, this species was not observed during the field survey and has not been observed by Santa Barbara County Flood Control District biologists during maintenance activities.

Twenty-four bird species were observed along the bike path alignment during the biological survey. Forty-two additional bird species have been reported from the Modoc Preserve as part of monitoring conducted for the Modoc Preserve Native Grassland Restoration Project, and bird species reported from the Modoc Preserve on eBird.org.

Five mammal species were observed along the bike path alignment during the biological survey, including pocket gopher, coyote, California ground squirrel, broad-footed mole and brush rabbit. Two additional species (bobcat, Audubon's cottontail) have been reported from the Modoc Preserve as part of monitoring conducted for the Modoc Preserve Native Grassland Restoration Project. Other mammals likely to occur near the project site include Virginia opossum, raccoon and striped skunk.

Wildlife Corridors. Highly mobile species such as larger mammals and birds are expected to move between coastal areas and the Santa Ynez Mountains. Cieneguitas Creek and adjacent bike paths and trails provides a means to traverse developed areas, dense vegetation and steep slopes. Therefore, Cieneguitas Creek may be an important wildlife movement corridor in the area. Wildlife are also likely to utilize the cover and habitat provided by the Modoc Preserve during local movements.

Invasive Species and Level of Disturbance. The California Invasive Plant Council has developed an Invasive Plant Inventory which rates weedy non-native plant species based on their potential to have severe ecological effects (high, moderate, limited). Fourteen plant species rated as "moderate" and eleven species rated as "limited" for invasiveness were found along the bike path alignment.

The proposed bike path alignment site has been disturbed in the past primarily by the construction of Modoc Road including roadside tree plantings and drainage facilities. More recent sources of disturbance include roadway and drainage facility maintenance, establishment and maintenance of trails, and restoration activities (removal of non-native plants, site preparation, planting, monitoring) at the Modoc Preserve.

Habitats of Concern. Cieneguitas Creek south of Modoc Road has been designated environmentally sensitive habitat in the Eastern Goleta Valley Community Plan. The bike path alignment terminates approximately 20 feet east of Cieneguitas Creek.

Special-Status Plant Species. Special-status plant species are either listed as endangered or threatened under the Federal or California Endangered Species Acts, or rare under the California Native Plant Protection Act, or considered to be rare or of scientific interest (but not formally listed) by resource agencies, professional organizations (e.g., Audubon Society, California Native Plant Society [CNPS], The Wildlife Society), and the scientific community.

Santa Barbara County considers oak woodlands, oak forests and individual specimen oak trees as important biological resources. In 2003, The County Deciduous Oak Tree Protection and Regeneration Ordinance (no. 4490) was adopted to protect valley and blue oaks and is codified in Chapter 35, Article IX of the County Code. The County's Grading Code (County Code Chapter 14) addresses native oak tree removal, including coast live oak. These regulations limit the number of oak tree removals and require replacement for removal over established thresholds. Valley oak trees are considered protected if they are at least 4 inches in diameter at breast height. Coast live oak trees are considered protected if they are at least 8 inches in diameter at breast height. However, projects undertaken by Santa Barbara County are not subject to the Grading Code (see Section 14.6) or Article IX of the County Code (see Section 35.903).

For the purposes of this project, special-status plant species are defined in Table 4. The literature search conducted for this impact analysis indicates eight special-status plant species have the potential to occur within the project area. Table 5 lists these species, their current status, and the nearest known location relative to the project area. Coast live oak was observed within the project site, no other special-status plant species were detected and are considered absent, based on the findings of project-specific botanical survey.

Table 4. Definitions of Special-Status Plant Species

- Plants listed or proposed for listing as threatened or endangered under the Federal Endangered Species Act (50 CFR 17.12 for listed plants and various notices in the Federal Register for proposed species).
- Plants that are candidates for possible future listing as threatened or endangered under the Federal Endangered Species Act (Federal Register, November 16, 2020).
- Plants that meet the definitions of rare or endangered species under the CEQA (*State CEQA Guidelines,* Section 15380).
- Plants considered by the CNPS to be "rare, threatened, or endangered" in California (Lists 1B and 2).
- Plants listed by CNPS as plants about which we need more information and plants of limited distribution (Lists 3 and 4).
- Plants listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (14 CCR 670.5).
- Plants listed under the California Native Plant Protection Act (California Fish and Game Code 1900 et seq.).
- Plants considered sensitive by other Federal agencies (i.e., U.S. Forest Service, Bureau of Land Management), State and local agencies or jurisdictions.
- Plants considered sensitive or unique by the scientific community or occurring at the limits of its natural range (*State CEQA Guidelines*).
- Trees protected by Santa Barbara County Ordinances.
- Listed as a Rare Plant of Santa Barbara County by the Santa Barbara Botanic Garden

Table 5. Special-Status Plant Species Reported within Two Miles of the Project Site

Common Name	Status	Habitat Description	Nearest Known Location	Status On-site
Coulter's saltbush *Atriplex coulteri*	List 1B, SBBG	Coastal bluff scrub, dunes, coastal scrub, grassland	~1.6 miles to the east-southeast (historic, 1956) (CNDDB, 2022)	Not observed during the biological survey, suitable habitat is absent
Southern tarplant *Centromadia parryi australis*	List 1B, SBBG	Vernal pools, alkaline meadows	~1.0 miles to the west (historic, 1952) (CNDDB, 2022)	Planted at the Modoc Preserve from 2015-2017 (Kisner, 2020), not observed during the biological survey
Mesa horkelia *Horkelia cuneata ssp. puberula*	List 1B, SBBG	Sandy soils in coastal scrub & chaparral	1.8 miles to the northwest (historic, 1977) (CNDDB, 2022)	Not observed during the biological survey, suitable habitat is absent
Southern California black walnut *Juglans californica*	List 4, SBBG	Canyons, shady slopes	Modoc Preserve (Kisner, 2020)	Reported from the Modoc Preserve, but not observed along the bike path alignment
Santa Barbara honeysuckle *Lonicera subspicata var. subspicata*	List 1B, SBBG	Chaparral	1.4 miles to the north (CNDDB, 2022)	Not observed during the biological survey, suitable habitat is absent
Coast live oak *Quercus agrifolia*	CO-4491	Woodland	On-site, south of Modoc Road	Present

Common Name	Status	Habitat Description	Nearest Known Location	Status On-site
California scrub oak *Quercus dumosa*	List 1B, SBBG	Chaparral	~1.6 miles to the northeast (historic, 1941) (CNDDB, 2022)	Not observed during the biological survey, suitable habitat is absent
Sonoran maiden fern *Thelypteris puberula var. sonorensis*	List 2B, SBBG	Meadows and seeps	~1.6 miles to the southeast (historic, 1932) (CNDDB, 2022)	Not observed during the biological survey, suitable habitat is absent

Status Codes:

CO-4491 Protected under County Ordinance no. 4491
List 1B Plants rare, threatened, or endangered in California and elsewhere (CNPS)
List 2B Plants rare, threatened, or endangered in California, but more common elsewhere (CNPS)
List 4 Plants of limited distribution (CNPS)
SBBG Rare Plant of Santa Barbara County (Santa Barbara Botanic Garden)

Special-Status Wildlife Species. Special-status wildlife species are defined in Table 6. The potential for these species to occur in the vicinity of the project site was determined by biological surveys, habitat characterization within the project site, review of sight records from other environmental documents and range maps. Table 7 lists special-status wildlife species that have the potential to occur within the project site and includes a brief discussion of their likely status on-site.

Table 6. Definitions of Special-Status Wildlife Species

- Animals listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (50 CFR 17.11 for listed animals and various notices in the Federal Register for proposed species).
- Animals that are candidates for possible future listing as threatened or endangered under the federal Endangered Species Act (Federal Register November 16, 2020).
- Animals that meet the definitions of rare or endangered species under the CEQA (*State CEQA Guidelines*, Section 15380).
- Animals listed or proposed for listing by the State of California as threatened and endangered under the California Endangered Species Act (14 CCR 670.5).
- Animal species of special concern to the CDFW (Shuford & Gardali, 2008 for birds; Williams, 1986 for mammals; Moyle et al., 2015 for fish; and Thomson et al., 2016 for amphibians and reptiles).
- Animal species that are fully protected in California (California Fish and Game Code, Section 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).

Table 7. Special-Status Wildlife Species Reported within Two Miles of the Project Site

Common Name	Habitat	Status	Nearest Known Location Relative to the project site	Status On-site
Monarch butterfly (*Danaus plexippus)*	Eucalyptus groves and parks	FC	Hidden Valley Park, 1.0 miles to the south-southeast (Meade, 1999)	Suitable roosting habitat at project site, but not observed
Tidewater goby (*Eucyclogobius newberryi)*	Coastal lagoons and adjacent stream reaches	FE, CSC	Arroyo Burro, 1.8 miles to the southeast (CNDDB, 2022)	No suitable aquatic habitat near project site
Southern California steelhead (*Oncorhynchus mykiss gairdneri)*	Coastal streams	FE	Goleta Slough, about 3.5 miles downstream of the project site (CNDDB, 2022)	Precluded by impassable barriers
Southwestern pond turtle (*Emys marmorata)*	Vegetated ponds, stream pools	CSC	Atascadero Creek, two miles to the west-southwest in 1979 (CNDDB, 2022)	Not known from Cieneguitas Creek near project site
Northern California legless lizard *Anniella pulchra*	Moist sandy-loam soils, typically under vegetation	CSC	Near Senda Verde, 0.9 miles to the south in 2012 (CNDDB, 2022)	May occur at Modoc Preserve
White-tailed kite (*Elanus caeruleus)*	Grasslands, forests and wetlands	FP	Antone Road, 1.5 miles to the north in 2007 (CNDDB, 2022)	Not reported by birders that frequent the Modoc Preserve (eBird.org, 2022)
Cooper's hawk (*Accipiter cooperi)*	Riparian forest	WL (nest)	Atascadero Creek, two miles to the west-southwest (Lehman, 2019)	Reported from the Modoc Preserve (eBird.org, 2022)
Yellow warbler (*Setophaga petechia*)	Riparian forest	CSC (nest)	Cieneguitas Creek, near the project site in 2014 (Lehman, 2019)	May occur along Cieneguitas Creek, but habitat quality is low-moderate
Yellow-breasted chat (*Icteria virens*)	Riparian forest	CSC (nest)	Cieneguitas Creek, about 1.4 miles to the northeast in 2014 (Lehman, 2019)	May occur along Cieneguitas Creek, but habitat quality is low-moderate
Belding's savannah sparrow *Passerculus sandwichensis beldingi*	Coastal salt marshes	SE	More Mesa (wintering), two miles to the southwest in 1982 (CNDDB, 2022)	Suitable habitat not present at project site
Grasshopper sparrow *Ammodramus savannarum*	Grasslands	CSC (nest)	East of State Route 154, 1.6 miles to the north in 2007 (CNDDB, 2022)	Not reported by birders that frequent the Modoc Preserve (eBird.org, 2022)
Oak titmouse *Baeolophus inornatus*	Oak woodlands	BCC	Found on-site during biological survey	Present
Allen's hummingbird *Selasphorus sasin*	Chaparral, woodlands	BCC	Found on-site during biological survey	Present
Tricolored blackbird *Agelaius tricolor*	Ponds, stream edges	ST, CSC	Maria Ygnacio Creek, 2.3 miles to the west in 1971 (CNDDB, 2022)	Suitable habitat not present at project site
Western red bat *Lasiurus blossevillii*	Foliage of large cottonwoods and sycamores	CSC, H	More Mesa, 1.7 miles to the southwest in 2008 (CNDDB, 2022)	Suitable habitat not present at project site
Hoary bat *Lasiurus cinereus*	Foliage of large cottonwoods	M	More Mesa, 1.7 miles to the southwest in 2008 (CNDDB, 2022)	Suitable habitat not present at project site

Common Name	Habitat	Status	Nearest Known Location Relative to the project site	Status On-site
Western mastiff bat *Eumops perotis californicus*	Rock crevices, buildings, tunnels	CSC, H	More Mesa, 1.7 miles to the southwest in 2008 (CNDDB, 2022)	Suitable habitat not present at project site
Townsend's big-eared bat *Corynorhinus townsendi*	Caves, buildings, mines	CSC, H	Near Monte Vista Elementary School, 1.0 miles to the northeast in 1985 (CNDDB, 2022)	Suitable habitat not present at project site

Status Codes:
- BCC Birds of Conservation Concern (USFWS)
- CSC California Species of Special Concern (CDFW)
- FP Fully protected under Section 4700 of the Fish and Game Code
- FC Federal Candidate (USFWS)
- FE Federal Endangered (USFWS)
- FT Federal Threatened (USFWS)
- ST State Threatened (CDFW)
- H Western Bat Working Group-high priority
- M Western Bat Working Group-medium priority
- WL Watch List (CDFW)

Monarch Butterfly. This species winters in dense roosts, typically in tree stands in protected coastal areas. These winter roosts begin forming in October and persist into February, while autumnal roosts are abandoned early in November or December by individuals seeking more favorable conditions. Meade (1999) reports a roost site (Hidden Valley Park) in Hope Ranch approximately 1.0 miles south-southeast of the project site. Suitable roosting habitat (eucalyptus stands) occurs within the adjacent Modoc Preserve; however, monarch roosting has never been reported here.

Monarch butterfly numbers in the region have dropped drastically in the past few years, with only six or less observed at the Hidden Valley Park aggregation site during Thanksgiving surveys conducted since 2014 (Xerces Society Thanksgiving Monarch Count data, 2021). None were observed at the Hidden Valley Park aggregation site in 2021, and none were observed at the project site during the biological survey and are unlikely to occur due to the lack of observed monarchs at established aggregation sites nearby.

Tidewater Goby. Tidewater goby is a federally listed endangered fish and California species of special concern that inhabits brackish water habitats along the California coast. It is a small fish rarely exceeding two inches in length, and all life stages occur in the upper end of lagoons with salinities ranging from 5 to 20 parts per thousand (ppt). They lack a marine phase, and estuaries with a more permanent ocean connection and higher salinities (20-30 ppt) often do not support tidewater gobies. The species occurs in coastal streams that create deposition berms that dam the mouths of the estuaries for the majority of the year.

Tidewater goby has been reported from the Goleta Slough and lower Arroyo Burro. Cieneguitas Creek is a tributary of Atascadero Creek which flows into the Goleta Slough. Due to fish passage impediments (concrete channelization, grade stabilizers) and distance to the Goleta Slough (about 3.4 creek miles), the tidewater goby is not expected to occur within Cieneguitas Creek near the project site.

Steelhead. Steelhead is an anadromous form of rainbow trout, which reproduces in freshwater but spends much of its life cycle in the ocean where greater prey availability and mass provides a greater growth rate and size. Steelhead have been divided into evolutionary significant units (ESU) based on similarity in life history, location, and genetic markers. The southern California ESU extends from the Santa Maria River south to the Tijuana River, and includes those portions of coastal watersheds which are seasonally accessible to steelhead entering from the ocean. The southern California ESU was listed as endangered by the National Marine Fisheries Service (NMFS) on October 17, 1997.

Cieneguitas Creek is a tributary of Atascadero Creek which flows into the Goleta Slough. The Goleta Slough and tributaries was designated as Critical Habitat on September 2, 2005 as a part of the South Coast Hydrologic Unit. Steelhead were observed in 1984 in Cieneguitas Creek downstream of Modoc Road. However, the channelized portion of Cieneguitas Creek just upstream of its confluence with Atascadero Creek is considered an impassable barrier for steelhead (Stoecker and Conception Coast Project, 2002). Therefore, steelhead do not have access to the project site from the Goleta Slough and Pacific Ocean.

Western Pond Turtle. This turtle is considered a California species of special concern and has been observed in Atascadero Creek downstream of the project site. It is an aquatic turtle inhabiting streams, marshes, ponds, and irrigation ditches within woodland, grassland, and open forest communities, but requires upland sites for nesting and over-wintering. Stream habitat must contain relatively permanent, deep pool areas with moderate-to-good plant and debris cover, and rock and cobble substrates for escape retreats. Due to the lack of suitable stream pools in the adjacent reach of Cieneguitas Creek and lack of sightings by Flood Control District biologists, the likelihood of occurrence of western pond turtle near the project site is low.

Northern California Legless Lizard. Suitable habitat for this species occurs at the Modoc Preserve. However, soil disturbance associated with recent restoration activities may have adversely affected this species if present. Northern California legless lizard is unlikely to occur along the bike path alignment due to soil compaction associated with roadway construction and maintenance, and existing trail use by pedestrians, bicyclists and equestrians.

White-tailed Kite. White-tailed kite roosts in the project area (Goleta Valley) in fall and winter, and may breed here in small numbers (Lehman, 2019). This species has been reported from the project area, but not the Modoc Preserve.

Cooper's Hawk, Yellow Warbler and Yellow-breasted Chat. Cooper's hawk has been reported from the Modoc Preserve. Cooper's hawk, yellow warbler and yellow-breasted chat have been reported from Atascadero Creek and/or Cieneguitas Creek and may breed in the project area.

Bats. Bat populations in the project area are typically associated with bridges, which offer significant roosting habitat and support substantial populations of bats statewide. Bridges are most often used as night roosts, which are near foraging sites where bats can rest between foraging bouts. Night roosts are typically in more exposed sites than day roosts (Rainey and Pierson, 1995). Some species use bridges as day roosts, where they rest during the day before leaving in the evening to forage. Bridges can also be used as maternity roosts. In areas of major seasonal temperature changes, bats will migrate to warmer climates in the fall. However, bats will use a roost on a year-round basis in areas that do not undergo dramatic temperature changes.

Of the 13 bat species reported from the coastal area of Santa Barbara (Zeiner, et al., 1990b), 11 are known to use bridges as roosts (Rainey and Pierson, 1995). These are Yuma myotis, long-eared myotis, fringed myotis, long-legged myotis, California myotis, small-footed myotis, western pipistrelle, big brown bat, pale big-eared bat, pallid bat, and Brazilian free-tailed bat. The red bat and hoary bat are not known to use bridges for roosting.

Local bridges supporting known bat populations include Cathedral Oaks Road (over San Jose Creek), Hollister Avenue (over Maria Ygnacio Creek) and Cathedral Oaks Road (over San Antonio Creek). There are no bridges or other suitable crevice habitat for bat roosting near the project site. However, bats may forage along Cieneguitas Creek near the bike path alignment.

Wetlands. The term “wetland” is used to describe a particular landscape characterized by inundation or saturation with water for a sufficient duration to result in the alteration of physical, chemical, and biological elements relative to the surrounding landscape. Wetland areas are characterized by prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands provide habitats that are essential to the survival of many threatened or endangered species as well as other wetland dependent species. Wetlands also have value to the public for flood retention, storm abatement, aquifer recharge, water quality improvement, and for aesthetic qualities. Wetlands also play a role in the maintenance of air and water quality and contribute to the stability of global levels of available nitrogen, atmospheric sulfur, carbon dioxide, and methane.

Wetlands are rapidly declining within California and efforts are being made to maintain and preserve remaining wetlands within California. Historically, Southern California had extensive wetlands with significant freshwater inflow. The Southern California Coastal Wetland Inventory prepared by the Coastal Conservancy addressed 41 key sites and indicates only about 30 percent of historic coastal wetland area is remaining (Southern California Wetlands Recovery Project, 2001).

Regulatory agencies with jurisdiction over wetlands include the U.S. Army Corps of Engineers (Corps) with authority to enforce two Federal regulations involving wetland preservation; the Clean Water Act (Section 404), which regulates the disposal of dredge and fill materials in waters of the U.S., and the Rivers and Harbors Act of 1899 (Section 10), which regulates diking, filling, and placement of structures in navigable waterways.

State regulatory agencies with jurisdiction over wetlands include the State Water Quality Control Board that enforces compliance with the Federal Clean Water Act (Section 401) regulating water quality; the California Coastal Commission (CCC), which regulates development within the coastal zone as stipulated in the California Coastal Act; and the CDFW, which asserts jurisdiction over waters and wetlands with actions that involve alterations to streams or lakes by issuing Streambed Alteration Agreements under Section 1602 of the California Fish and Game Code.

In the Clean Water Act regulations (33 CFR 328.3.a, effective June 22, 2020), the term "waters of the U.S." is defined as follows:

- The territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide.
- Tributaries.
- Lakes and ponds, and impoundments of jurisdictional waters.
- Adjacent wetlands.

Under Corps and U.S. Environmental Protection Agency (USEPA) regulations, wetlands are defined as: "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."

In non-tidal waters, the lateral extent of Corps jurisdiction is determined by the ordinary high water mark which is defined as the: "…line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas." (33 CFR 328.c.7).

The U.S. Fish and Wildlife Service (USFWS) and Santa Barbara County define wetlands as: "…lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For the purposes of this classification, wetlands must have one or more of the following attributes: 1) at least periodically, the land supports predominantly hydrophytes; 2) the substrate is predominantly undrained hydric soil; and 3) the substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season each year."

Wetlands meeting the USFWS and Santa Barbara County wetland definition occur within the Modoc Preserve because numerous plant species present are considered hydrophytes (obligate wetland or facilitative-wetland species as listed by the Corps of Engineers) including yerba mansa, tall flat-sedge (*Cyperus eragrostis*), flat-sedge (*Cyperus involucratus*), southwestern spiny rush (*Juncus a*cutus ssp. *leopoldii*), spreading rush, curly dock (*Rumex crispus*), willow dock (*Rumex salicifolius*), arroyo willow, California bulrush (*Schoenoplectus californicus*) and Mexican fan palm (*Washingtonia robusta*).

Wetlands meeting the USFWS and Santa Barbara County wetland definition also occur within Cieneguitas Creek due the presence of surface water and hydrophytes, including arroyo willow, red willow and Mexican fan palm.

County Environmental Thresholds:

The following thresholds are taken from the Santa Barbara County Environmental Thresholds and Guidelines Manual.

General Impacts. Disturbance to habitats or species may be significant, based on substantial evidence in the record (not public controversy or speculation), if they substantially impact significant resources in the following ways:

- Substantially reduce or eliminate species diversity or abundance;
- Substantially reduce or eliminate quantity or quality of nesting areas;
- Substantially limit reproductive capacity through losses of individuals or habitat;
- Substantially fragment, eliminate, or otherwise disrupt foraging areas and/or access to food sources;
- Substantially limit or fragment range and movement (geographic distribution or animals and/or seed dispersal routes); and/or
- Substantially interfere with natural processes, such as fire or flooding, upon which the habitat depends.

Wetland Impact Assessment Guidelines. The following types of project-created impacts may be considered significant:

- Projects which result in a net loss of important wetland area or wetland habitat value, either through direct or indirect impacts to wetland vegetation, degradation of water quality, or would threaten the continuity of wetland-dependent animal or plant species are considered to have a potentially significant effect on the environment.
- Projects which substantially interrupt wildlife access, use and dispersal in wetland areas would typically be considered to have potentially significant impacts.

Riparian Impact Assessment Guidelines. The following types of project-related impacts may be considered significant:

- Direct removal of riparian vegetation.
- Disruption of riparian wildlife habitat, particularly animal dispersal corridors and or understory vegetation.
- Intrusion within the upland edge of the riparian canopy (generally within 50 feet in urban areas, within 100 feet in rural areas, and within 200 feet of major rivers listed in the previous section), leading to potential disruption of animal migration, breeding, etc. through increased noise, light and glare, and human or domestic animal intrusion.

- Disruption of a substantial amount of adjacent upland vegetation where such vegetation plays a critical role in supporting riparian-dependent wildlife species (e. g., amphibians), or where such vegetation aids in stabilizing steep slopes adjacent to the riparian corridor, which reduces erosion and sedimentation potential.
- Construction activity which disrupts critical time periods (nesting, breeding) for fish and other wildlife species.

Impact Assessment Guidelines for Woodlands and Forest Habitat Areas. Project-created impacts may be considered significant due to changes in habitat value and species composition such as habitat fragmentation, removal of understory, alteration to drainage patterns, disruption of the canopy, removal of a significant number of trees that would cause a break in the canopy or disruption in animal movement in and through the woodland.

Native Tree Impact Assessment. In general, the loss of 10 percent or more of the trees of biological value on a project site is considered potentially significant.

Impact Discussion:

a. Environmentally sensitive habitat occurs along Cieneguitas Creek near the western terminus of the bike path alignment. No direct loss of habitat would occur. Indirect impacts (noise, dust, human presence) to environmentally sensitive habitat would be less than significant due to the short duration and small scale of proposed construction activities in proximity to this habitat (bike path construction with minimal earthwork).

b. One special-status plant species was found within the project site: coast live oak. Coast live oak is addressed under question e. below.

c. Impacts to native vegetation would be limited to canopy trimming of an arroyo willow thicket overhanging the bike path alignment approximately 600 feet east of the western Encore Drive/Modoc Road intersection. The bike path would be located adjacent to the roadway shoulder at this location (~Station 17+00) and removal of arroyo willow thickets would not be required. Therefore, impacts to native vegetation are considered less than significant.

d. Bike path construction would result in the removal of approximately 0.6 acres of non-native eucalyptus groves. Due to the abundance of this habitat in the project area, and occurrence within and adjacent to the Modoc Preserve, this impact is considered less than significant.

e. Project implementation would require the removal of approximately 63 trees, including 15 native and 48 non-native trees (see Table 8). The impact to native trees is considered significant because more than 10 percent of the native trees of biological value found at the project site would be removed.

Table 8. Tree Impact Summary*

Species	Range of Tree Diameters at Breast Height (inches)	Number to be Removed	Origin
Canary Island palm (*Phoenix canariensis*)	23-36	10	Non-native, planted along Modoc Drive
Blue gum (*Eucalyptus globulus*)	9-56	29	Non-native, planted and invasive
Coast live oak (*Quercus agrifolia*)	5-26	14	Native
Peruvian pepper tree (Schinus mole)	6-8	3	Non-native, planted and invasive
Red willow (*Salix laevigata*)	10	1	Native
Fern pine (*Podocarpus gracilior*)	17-18	2	Non-native, planted
Holly oak (*Quercus ilex*)	14	1	Non-native, planted
Cork oak (*Quercus suber*)	9	1	Non-native, planted
Incense cedar (*Calocedrus decurrens*)	9-11	2	Non-native, planted
Total		**63**	

*Does not include non-native tree saplings

f. No chemicals, animals, human habitation or invasive plants would be associated with project implementation. Additional herbicide use for weed control and fuel reduction would not be required. The proposed bike path may result in an increase in trail use as compared to existing conditions by pedestrians, bicyclists and equestrians. However, this increase in human activity and related disturbance would be minor and significant impacts on local wildlife populations are not anticipated.

g. Yellow-warbler and Yellow-Breasted Chat. These species may forage along Cieneguitas Creek and be present during project construction. Impacts to yellow-warbler and yellow-breasted chat would be limited to reduced foraging opportunities for a few weeks along a short reach of Cieneguitas Creek (about 100 feet) and would not have a significant adverse effect on the local population.

Cooper's Hawk, Oak Titmouse and Allen's Hummingbird. These species may breed in trees within or adjacent to the bike path alignment. Project-related construction activity during the breeding season may cause active nests to be abandoned and result in the loss of eggs and/or nestlings. This impact is considered potentially significant.

h. The project-related loss of vegetation/wildlife habitat would be approximately two acres, limited to non-native vegetation and landscaping (including palms). Construction-related disturbance (noise, vibration, equipment activity) would be short-term, localized and occur primarily in previously disturbed areas along Modoc Road. Overall, a reduction in diversity or substantial reduction in numbers of wildlife is not expected. However, trees and other vegetation proposed to be removed may support nests of native bird species protected under the Federal Migratory Bird Treaty Act and/or Sections 3503.5, 3513 or 3700 of the California Fish and Game Code. Removal of active nests may result in mortality of eggs, nestlings or adults, which is considered a potentially significant impact.

i. As discussed in h., the project would result in the loss of about two acres of wildlife habitat. However, this habitat is located along Modoc Road, subject to vehicle noise, dust and exhaust emissions and not considered high value or essential habitat for any wildlife species. Overall, the proposed project would not result in the significant deterioration of wildlife habitat in the adjacent Modoc Preserve.

j. Local wildlife movement may occur along Cieneguitas Creek and the Modoc Preserve. The proposed project would not reduce the value of these potential wildlife movement corridors. No barriers to wildlife would be involved and no work would occur at night, when most wildlife movement occurs. Therefore, impacts to wildlife movement are considered less than significant.

k. Project implementation would not involve fencing or lighting, but an increase in human presence and noise may occur as a result of bike path use. However, this activity would be focused along the bike path during daylight hours. Overall, the project would not result in a substantial increase in factors which may hinder normal activities of wildlife. Impacts are considered less than significant.

Mitigation and Residual Impact:

BIO-1: Oak Trees. The loss of 12 protected coast live oak trees (at least six inches in diameter) would be mitigated by planting coast live oaks at a mitigation ratio of 10:1 for one-gallon container plants or 5:1 with fifteen-gallon container plants. Therefore, a total of 120 one-gallon plants or 60 fifteen-gallon plants would be planted. Replacement oak trees would be planted along the bike path and/or within the Modoc Preserve or other open space areas managed by Santa Barbara County. The container plants would be propagated from genetic stock originating from the Goleta Slough watershed (if available) or southern Santa Barbara County. Each mitigation tree would be protected against ground disturbance, soil compaction, or over-irrigation. Additionally, the mitigation trees would be fenced or provided with herbivore protection (wire cages, or equivalent) until the trees have attained 8 feet in height.

These mitigation trees would be maintained for five years with the last two years without irrigation. Planting and maintenance techniques should be consistent with the most current edition of the How to Grow California Oaks, a University of California Publication. At the end of the five-year maintenance period, a total of 72 one-gallon oaks (six for each tree removed) or 36 fifteen-gallon oaks should be alive and in good health.

Plan Requirements and Timing: Oak tree replacement requirements shall be included in the project's plans and specifications. **MONITORING**: The County project engineer shall ensure compliance with Mitigation Measure BIO-1.

Residual Impact: Implementation of the above measures would reduce impacts to oak trees to a level of less than significant.

BIO-2: Cooper's Hawk, Oak Titmouse, Allen's Hummingbird and other Native Birds. Impacts to active native bird nests shall be minimized by conducting all project-related vegetation removal prior to construction and outside of the nesting season (February 1 to August 31), if feasible. If vegetation removal must occur during the nesting season, the following avoidance measures shall be implemented:

a. If vegetation removal is conducted between February 1 and August 31, preconstruction nesting bird surveys shall be conducted no more than one week prior to vegetation removal. If surveys do not find active nests of bird species protected under the Federal Migratory Bird Treaty Act and/or the California Fish and Game Code within 100 feet (300 feet for raptors) of proposed project activities, vegetation removal and construction activities may be conducted.

b. Vegetation removal or construction activities shall not occur within 100 feet (300 feet for raptors) of active nests of bird species protected under the Federal Migratory Bird Treaty Act and/or the California Fish and Game Code until chicks are fledged or the nest becomes inactive.

c. The preconstruction nesting bird survey report shall be submitted to the County project engineer prior to the initiation of any ground disturbance or vegetation removal. The survey report shall identify recommended buffers for each active nest found, recommend appropriate fencing or flagging of the buffer zone and make recommendations for nest monitoring as needed. A map of the project site and nest locations shall be included with the survey report. The project biologist conducting the nesting surveys shall have the authority to reduce or increase the recommended buffer depending upon site conditions and the results of nest monitoring.

d. Occupied nests shall be monitored regularly to document nest success and check for project compliance with buffer zones.

Plan Requirements and Timing: These requirements shall be noted in the project specifications and shall be reviewed for consistency with these requirements by the County project engineer prior to construction. Implementation shall occur prior to vegetation removal or ground disturbance

MONITORING: The County project engineer and compliance monitoring staff shall perform periodic site inspections to ensure compliance with these requirements.

Residual Impact: Implementation of the above measures would reduce impacts to native bird nests to a level of less than significant.

4.5 CULTURAL RESOURCES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?				X	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?		X			
c. Disturb any human remains, including those interred outside of formal cemeteries?		X			
d. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, scared place, or object with cultural value to a California Native American tribe that is: 1. Listed or eligible for listing in the California Register of Historic Resources, or in the local register of historic resources as defined in Public Resources Code Section 5020.1(k), or 2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to subdivision c. of Public Resources Code Section 5024.1 In applying the criteria set forth in subdivision c. of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X	

The following discussion is taken from the Archeological Survey and Extended Phase I Testing Report prepared by Padre Associates for the project.

Setting:

Archeological Context. For the purposes of this report, the chronological framework postulated by King (1990) and Arnold (1992) for the Santa Barbara Channel region is used to discuss the Paleo-Indian, Early Holocene, Early Period, Middle Period, Middle to Late Transition, and Late periods of cultural development in the larger Santa Barbara County region.

Paleo-Indian Period (~25,000 to 9950 years ago). The Paleo-Indian Period is the earliest known human occupation of the Santa Barbara area, with evidence of a developing maritime culture found mostly on the Channel Islands. Recent work by scholars has pushed these earliest dates back further. There are 50 sites reported on San Miguel and Santa Rosa islands dating between 13,000 and 7,500 years ago (Davis et al., 2010; Erlandson and Braje, 2008). Mainland coastal sites occupied during this time would have been submerged later by rising sea levels.

Millingstone Period (~9950 to 5450 years ago). Appropriately named, the Millingstone Period is defined by the predominance of hand stones and milling slabs in the archaeological record, suggesting a reliance on hard seeds and other plant foods. A variety of flaked stone tools including leaf-shaped bifaces, oval bifacial knives, choppers, and scrapers is also present. This period was a time of rising sea levels that created additional lagoons and estuaries (Glassow et al., 2007). Faunal assemblages from various sites indicate prehistoric populations also consumed terrestrial and marine mammals, fish, and shellfish indicating increased mobility between coastal and inland camps (Jones et al., 1994). Residential bases are presumed to have been comprised of extended families during this period.

Early Period (~5450 to 2550 years ago). Most Early Period archaeological sites are recorded at or near the coast, or on the Channel Islands. This was a time of rising sea levels that created additional lagoons and estuaries (Glassow et al., 2007). This period is characterized by an abundance of manos, metates, and a variety of flaked stone; plano convex cores and core tools of quartzite, basalt and other volcanic stones are common. Although deer are represented in the archaeological record, hunting and fishing contributed little to the diet, with the faunal diet relying heavily on mussels and Pismo clams. On the Channel Islands, millingstones do not occur. The island diet is represented by the remains of shellfish, pinnipeds, and marine birds. Bone gorges occur and Olivella spp. spire-lopped shell beads appear in burials (Glassow et al., 2007). Residential bases are presumed to have been comprised of extended families during this period.

Middle Period (~2550 to 950 years ago). Prehistoric technology and economy became markedly more complex about 2550 years ago. The artifact assemblage contains shellfish hooks and other fishing gear, saucer-type *Olivella* spp. beads, and contracting-stemmed projectile points. Subsistence practices emphasized fish and acorns, with a greater use of seasonal resources and the first attempts at food storage (King, 1990). Continuation of trade relationships is evident in the increased number and diversity of obsidian items and beads associated with this period. Settlement patterns were similar to those of the prior period. Sites were occupied on an extensive basis, but not as permanent settlements. These residential bases functioned in conjunction with short-term, smaller occupations at specialized resource processing areas (Jones and Ferneau, 2002).

Middle to Late Transition Period (~950 to 700 years ago). Coastal settlement increases significantly between 950 and 700 years ago. Sedentism is apparent, along with formal architecture, ceremonial structures and traditional cemeteries. Cultural ornamentation and elaboration during this time implies a change in society, elevating attributes of achieved status and wealth. Maritime orientation increases with intensified fishing using circular shell fishhooks. Regional exchange indicates a boost in socioeconomic and political complexity. Faunal remains reveal the exploitation of a diverse array of marine and terrestrial habitats and species. More refined mortars and pestles reflect an emphasis on pulpy plant foods. Ritually associated artifacts, like bear claws, appear in cemeteries on the mainland coast. A dramatic expansion of *Olivella* spp. wall/saucer beads signify increased social differentiation (Glassow et al., 2007).

Late Period (~700 to 181 years ago). During the Late Period, terrestrial resource production is thought to have decreased significantly, while socioeconomic complexity evolved. A conversion to concave based projectile points led to the abandonment of asphaltum, which had been used for hafting. Shellfish remained the principal protein food. A ranked society with hereditary elite was established. Excavations at Mescalitan Island (CA-SBA-46) on the mainland Santa Barbara coast recovered burials on whalebone inlaid with shell beads and rich grave goods, along with tubular beads. Semi-subterranean sweat lodges are also common. Population growth and socioeconomic complexity transpires, along with environmental change (Glassow et al., 2007).

Ethnographic Context. The Project site is located within the ethnographic territory of the Chumash, who inhabited an area that extended from Morro Bay to Malibu along the coast (Kroeber, 1925), and east to the Carrizo Plain. The Chumash have been divided into several geographic groups, each associated with a distinct language dialect (Hoover, 1986). The Chumash living in Santa Barbara County formed the *Barbareño* dialect group of the Chumash language family. This group was named for their association with *Mission Santa Barbara,* founded December 4, 1786. The *Barbareño* dialect was spoken throughout the Santa Barbara Channel region. At the time of Spanish contact in A.D. 1542, the Barbareño population was concentrated most heavily near the mouths of canyons. Major Barbareño Chumash villages include *sukuw* at Rincon Point, *misopsno* at Carpinteria Creek, *helo?* at Mescalitan Island – Goleta Slough, *syuxtun* at Burton Mound, and *mikiw* and *kuyamu* at Dos Pueblos (Grant, 1978).

The Chumash were a non-agrarian culture and relied on hunting and gathering for their sustenance. Archaeological evidence indicates that the Chumash exploited marine food resources from the earliest occupation of the coast at least 9,000 years ago (Greenwood, 1972; 1978). Much of their subsistence was derived from pelagic fish, particularly during the late summer and early fall (Hoover, 1986). Shellfish were also exploited, including mussel and abalone from rocky shores and cockle and clams from sandy beaches. Acorns were a food staple; they were ground into flour using stone mortars and pestles and then leached to remove tannic acid. In addition, a wide variety of seeds, including *chia* from various species of sage, was utilized. The Chumash harvested a number of plants for their roots, tubers, or greens (Hoover, 1986).

In this area, as elsewhere in California, basketry served many of the functions that pottery did in other places. The Chumash used baskets for cooking, serving, storage, and transporting burdens. Some basket makers wove baskets so tightly that they could hold water while others waterproofed their baskets by lining them with pitch or asphaltum (Chartkoff and Chartkoff, 1984).

The coastal Chumash practiced a regular seasonal round of population dispersal and aggregation in response to the location and seasonal availability of different food resources (Landberg, 1965). In this way, large coastal villages would have been fully populated only in the late summer when pelagic fishing was at its peak. Through winter, the Chumash depended largely on stored food resources. During the spring and summer, the population dispersed through inland valleys in order to harvest wild plant resources (Landberg, 1965).

The Chumash lived in large, hemispherical houses constructed by planting willows or other poles in a circle and bending and tying them together at the top. These structures were then covered with tule mats or thatch. Structures such as this housed 40 to 50 individuals, or three-to-four-member family groups. Dance houses and sweathouses are also reported for the Chumash (Kroeber, 1925). Archaeological evidence supports observations that twin or split villages, such as those of *kuyamu* and *mikiw*, existed on opposite sides of streams or other natural features, possibly reflecting the moiety system of native California (Greenwood, 1978).

Chumash political organization was typified by small-scale chiefdoms (Hoover, 1986). Chiefs were associated with villages or segments of larger villages. Higher status chiefs controlled entire regions containing several villages. The chiefly offices were normally inherited through the male line with a primogeniture rule, i.e., the custom of the firstborn inheriting the office, in effect (Hoover, 1986). Chiefs had several bureaucratic assistants to help in political affairs and serve as messengers, orators, and ceremonial assistants. A number of status positions were associated with specialized knowledge and rituals such as weather prophet, ritual poisoner, herbalist, etc. (Bean, 1974).

The protohistoric culture of the Chumash, defined as the time when intermittent trade and contact was experienced between Native Americans and Spanish trading vessels en route to Asia, was disrupted by the arrival of the Spanish expedition led by Gaspar de Portolá in 1769. Historical accounts from the Portolá expedition and subsequent Juan Bautista de Anza expedition in 1774, as well as archaeological evidence, indicate that both expeditions passed through Ventura and Santa Barbara counties, stopping at principal Chumash settlements along the way (Bolton, 1926; Browning, 1992; Priestley, 1937).

The establishment of the Spanish missions of *San Buenaventura* and *Santa Barbara* further disrupted Chumash culture in Santa Barbara and Ventura counties. Archaeological evidence verifies not only that the native population was rapidly decimated by missionization, but also that the culture itself disintegrated rapidly (Greenwood, 1978). Chartkoff and Chartkoff (1984) note that Spanish settlement barred many Native Americans from traditionally important resources including clamshell beads, abalone shells, Catalina steatite, shellfish, and asphaltum.

Historic Period Context

Contact Period (A.D. 1542 - 1776). The historic record of the Santa Barbara Channel began with the arrival of four Spanish expeditions between the years of 1542 (Juan Rodriguez Cabrillo) and 1602 (Sebastian Vizcaíño). Cabrillo visited many points along the coast and the Channel Islands while noting the names of the Chumash villages. At one point during the expedition, Cabrillo's ships anchored offshore of the Chumash village of *mishopsh,* now at present-day Carpinteria State Beach. Men from the village paddled out to the ships in plank canoes to trade with the Spaniards. Cabrillo noted that the canoes were of sufficient size to accommodate approximately 12 men (Grant, 1978), and that asphaltum had been used to caulk the seams between the planks. Both Cabrillo and Vizcaino described their interactions with the Chumash as generally positive, friendly encounters. After these initial expeditions, which were essentially confined to the coast, a period of 167 years passed without any additional European arrivals.

The first Spanish land expedition of Gaspar de Portolá passed through Santa Barbara County and camped near present day Santa Barbara on August 18, 1769. In February 1774, Juan Bautista de Anza traveled through Santa Barbara County as leader of the San Francisco colonists. The de Anza expedition camped approximately three miles west of the Project site near present-day Goleta and traveled west as the expedition continued along the Pacific Coast (Galvin, 2011).

Mission Period (A.D. 1772 – 1834). Over the next three decades, the Spanish established twenty-one Franciscan missions and various military presidios and pueblos along El Camino Real between San Diego and Sonoma. Gaspar de Portolá led the first land expedition in 1769, accompanied by Fray Junípero Serra, beginning the establishment of California missions, and European and Mexican occupation. The Spanish founded El Presidio Real de Santa Bárbara in 1782 and Mission Santa Bárbara was established in 1786. Newly baptized Chumash provided almost all the labor to construct and maintain the missions, including aqueducts and dams that directed freshwater to Mission Santa Bárbara (Macko, 1985; Barter et al., 1994).

While the purpose of the missions was to convert the local Native Americans into Catholic citizens of Spain, the mission system was primarily a way for Spain to manage the indigenous populations of Alta California. Particularly in Santa Barbara County, the arrival of the Spanish and the subsequent establishment of the missions was the beginning of the end of tribal life for the local Chumash population. The destruction of native culture was caused by the alteration of the landscape due to the introduction of European plants and animals, the destruction of social systems by new mission life ways, and European diseases (Bean, 1968; Lightfoot, 2005).

Rancho Period (A.D. 1821 – 1845). In 1821, Mexico declared independence from Spain; a year later, California became a Mexican Territory. After the secularization of the missions in 1834, lands were gradually transferred to private ownership via a system of land grants (Hoover, 1990). Specifically, most of the Project site is included within the lands granted to the pueblo of Santa Barbara and the eastern third of the Project site is included within Rancho Las Positas Y La Calera.

The standard rancho comprised a central family house with adjacent quarters for domestic servants and *vaqueros*. The labor force mostly consisted of local Chumash and often small rancherias or villages were scattered about the estate (Lebow et al., 2001). Sheep and cattle ranching became the principal agricultural activities, primarily for the lucrative hide and tallow trade (Bean, 1968).

Anglo-Mexican Period (A.D. 1845-1860). Following the Bear Flag Revolt in 1846, John C. Frémont and his troops marched through the area while traveling to Santa Barbara. President Polk signed the Treaty of Guadalupe Hidalgo in 1848, marking the formal transfer of the territory to the United States. California was recognized as a state in September 1850, although the County of Santa Barbara was incorporated on February 18, 1850.

Americanization Period (A.D. 1860-present). During the early American Period, the *ranchos* continued to raise cattle and sheep, but the industry shifted from hides and tallow to dairy and meat products. A drastic population increase during the Gold Rush caused the demand (and price) for California livestock to soar (Barter et al., 1995). The severe drought from 1862 to 1864 was devastating for the cattle industry. By 1869, emphasis was on dairy cattle, sheep herding and crop farming.

An increase in population through the late nineteenth century encouraged improvements in transportation and shipping in Santa Barbara County. El Camino Real became a county road in 1861, a toll road was built over San Marcos Pass in 1868, and Stearns Wharf was constructed in 1872. The railroads brought the largest improvements: the Pacific Coast Railroad connected Port San Luis Obispo with Los Alamos via the Santa Ynez Valley in 1882, and the Southern Pacific Railroad provided service from San Francisco to Los Angeles (with many stops in Santa Barbara County) by 1905 (County of Santa Barbara, 1993).

Just as quickly as the railroad was built it was supplanted by the automobile and airplane. As part of a statewide Good Roads movement, the citizens of Santa Barbara County passed a large bond issue in 1915 to construct 26 new bridges on the new Coast Highway. San Marcos Pass Road and Foothill Boulevard became part of the state highway system in the 1930s and aviation activity increased significantly at the Goleta Airport (County of Santa Barbara, 1993).

The new transportation systems brought in tourists who decided to settle in the Santa Barbara area. The demand for new housing soared after World War II and led to developer-planned tracts of similarly styled houses on the outskirts of the city. When the city of Santa Barbara placed a limit on population growth, nearby Goleta, Carpinteria, and the Santa Ynez Valley absorbed the overflow (Santa Barbara County, 1993).

Record Search. Padre ordered an archaeological records search from the Central Coast Information Center of the California Historical Resources Information System on October 15, 2020. The records search included a review of all recorded historic-era and prehistoric archaeological sites within the Project site and a ¼-mile radius, as well as a review of known cultural resource surveys and technical reports. Padre received the results on November 13, 2020.

The records search revealed that the western end of the Project site crosses through CA-SBA-39, a prehistoric habitation site. The site is a prehistoric to historic habitation site defined by a shell midden with burials that also contains historic period materials. When the site was occupied by the Chumash prior to contact it was known as "Kaswa". During the Mission Period the site was referred to as Cieneguitas. While CA-SBA-39 has not been formally evaluated, it is assumed eligible for listing on the National Register of Historic Properties and the California Register of Historical Resources.

Additionally, the records search indicated that the eastern end of the project site overlaps with CA-SBA-1489, a prehistoric lithic scatter. The archaeologists that recorded CA-SBA-1489 state that the site is located "on a high knoll" close to the 280-foot contour line (Erlandson and Macko, 1980); however, the project site at this location is at an elevation of 170 feet above mean sea level. Thus, CA-SBA-1489 can be considered outside of the project site because it is at a higher elevation.

The records search also identified five previously recorded cultural resources within a ¼-mile radius of the project site. Table 9 lists and describes these resources.

Table 9. Cultural Resources Recorded near the Project Site

Trinomial No.	Description
CA-SBA-38	Habitation Site
CA-SBA-39	Habitation Site with burials
CA-SBA-116	Lithic Scatter
CA-SBA-1719/H	Historic Habitation Debris and One Chert Flake
CA-SBA-1720	Lithics and Shell
CA-SBA-1721/H	Historic Habitation Debris and One Chert Flake

Archeological Intensive Pedestrian Survey. Padre archaeologist Christopher Letter conducted an intensive pedestrian survey of the project site on April 10, 2020. Mr. Letter examined the project site with parallel transects spaced at no more than 15-meter intervals. Ground visibility ranged from less than ten percent in the more vegetated areas to 100 percent in areas with exposed soil. The total size of the survey area was approximately 5.4 acres. Field conditions were documented with color digital photographs.

A small surface concentration of weathered marine shell was observed at the west end of the project site, within the boundary of CA-SBA-39. The scatter measures approximately 6 feet in diameter and consists of a dozen fragments of various species including *Tivela stultorum*, *Mytilus californianus*, and *Tegula funebralis*. The shells are located at the base of a large palm tree. During the extended Phase I testing program Padre learned that these shells are the remnants of a memorial to an individual who perished in a car crash in 2009.

Extended Phase I Testing. Padre archeologist Rachael Letter completed the extended Phase I testing program on September 30, 2021, with assistance from Chumash Tribal representative Frank Arredondo. Prior to excavation, Ms. Letter examined the surface of the testing area to ensure that no diagnostic materials were on the ground surface. Underground Service Alert was contacted to obtain utility clearance before the excavation occurred.

Padre excavated three 50-centimeter diameter Shovel Test Probes (STP) spaced at no greater than 15-meter (50 feet) intervals within the portion of the project site that overlaps with CA-SBA-39. Each STP was excavated in 20-centimeter levels and the excavated material dry-screened through 1/8-inch mesh. STPs were excavated to a depth of 100 centimeters when feasible. Cultural remains from each level were collected from screens before being bagged together. A standard excavation form was used to document artifacts and soil stratigraphy for each level of the STPs. Soil sediments were described, including Munsell color, texture, and other characteristics. Color digital photographs were taken to document the fieldwork and Padre plotted all STP locations with a Trimble Geo XT GPS unit.

The STPs were excavated parallel to Modoc Road approximately five to ten feet south of the edge of the pavement. The soil stratigraphy was consistent in each STP. Soils observed consisted of a compacted brown (10 YR 4/3) silty clay loam with less than 15 percent subrounded gravels and pebbles (Strat I) above a dark yellow brown (10 YR 4/6) silty sand (Strat II).

Strat I extended to a depth of 85 centimeters in STP 1 and contained 10 shell fragments, three clay tile fragments, one whiteware fragment, one nail, and several fragments of asphalt, glass, concrete, plastic fragments, and metal. STP 1 was terminated at a depth of 100 centimeters and Strat II was determined to be culturally sterile. Strat I extended to a depth of 70 centimeters in STP 2 and contained 32 shell fragments, two chert fragments, and several fragments of glass, plastic, and metal. Strat I extended a depth of 70 centimeters in STP 3 and contained 10 shell fragments, and several fragments of glass, plastic, and metal.

The soil stratigraphy and materials observed during the extended Phase I testing program indicated that disturbed soils are present within the portion of the project site that overlap with CA-SBA-39. Thus, the deposit in this location is so disturbed that it would no longer have the potential to contribute to eligibility for CA-SBA-39 as a whole.

Tribal Consultation. On October 1, 2021, County Public Works formally notified the following Native American tribes via certified mail of the decision to undertake the proposed project to allow the tribes to request consultation under Section 21080.3.1(d) of the Public Resources Code.

- Barbareno/Ventureno Band of Mission Indians
- Coastal Band of the Chumash Nation
- Santa Ynez Band of the Chumash Indians

No responses to these requests for consultation have been received as of March 17, 2022.

County Environmental Thresholds:

Chapter 8 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (1995, revised January 2021) contains guidelines for the identification, significance evaluation, and mitigation of impacts to cultural resources, including archaeological, historic, and tribal cultural resources. In accordance with the requirements of CEQA, these guidelines specify that if a resource cannot be avoided, it must be evaluated for importance under specific CEQA criteria. CEQA Section 15064.5(a)(3)A-D contains the criteria for evaluating the importance of archaeological and historic resources. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the significance criteria for listing in the California Register of Historical Resources: (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (B) Is associated with the lives of persons important in our past; (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (D) Has yielded, or may be likely to yield, information important in prehistory or history. The resource also must possess integrity of at least some of the following: location, design, setting, materials, workmanship, feeling, and association. For archaeological resources, the criterion usually applied is (D).

CEQA calls cultural resources that meet these criteria "historical resources". Specifically, a "historical resource" is a cultural resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources, or included in or eligible for inclusion in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1. As such, any cultural resource that is evaluated as significant under CEQA criteria, whether it is an archaeological resource of historic or prehistoric age, a historic built environment resource, or a tribal cultural resource, is termed a "historical resource".

CEQA Guidelines Section 15064.5(b) states that "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." As defined in CEQA Guidelines Section 15064.5(b), substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The significance of an historical resource is materially impaired when a project: (1) demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; (2) demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources; or (3) demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

For the built environment, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, is generally considered as mitigated to a less than a significant impact level on the historical resource.

Impact Discussion:

a. Background research and the intensive pedestrian survey indicates that historical resources do not occur in proximity to the project site, and any such resources would not be adversely affected by project implementation.

b. Based on the results of the intensive pedestrian survey and Extended Phase 1 testing program, archeological resources do not occur within areas to be disturbed by the proposed project. However, there is a potential to discover unreported archeological resources associated with site CA-SBA-39 during project-related excavation and earthwork.

c. The intensive pedestrian survey and Extended Phase 1 testing program conducted for the proposed project did not discover any human remains. However, there is a potential to discover human remains (burials) associated with site CA-SBA-39 during project-related excavation and earthwork.

d. No tribal resources have been identified from the immediate project area (Modoc Road corridor). Therefore, impacts to such resources are not anticipated

Mitigation Measures and Residual Impacts:

AR-1 The following measures shall be implemented to address cultural resources (if any) found during project construction:

- A worker cultural resources awareness program shall be implemented for the project. Prior to any ground-disturbing activity, the County shall provide an initial sensitivity training session to all project employees, contractors, subcontractors, and other workers prior to their involvement in any ground-disturbing activities, with subsequent training sessions to accommodate new personnel becoming involved in the project. The program may be conducted together with other environmental or safety awareness and education programs for the project, provided that the program elements pertaining to cultural resources are provided by a qualified archaeologist.
- Any project-related ground disturbance within the portions of the project site that overlap with CA-SBA-39 shall be monitored by a County-qualified archaeologist and a Native American representative.
- In the unexpected event that potentially significant archaeological resources are exposed during project construction, all earth disturbing work within 100 feet of the find must be temporarily suspended until a qualified archaeologist has evaluated the nature and significance of the find. The County shall be notified of any such find. A Chumash representative should monitor any archaeological field work associated with Native American materials.

- If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. The County shall be notified of any such find.

Plan Requirements/Timing: These conditions shall be included in the project plans and specifications. **MONITORING**: The County project manager shall ensure these measures are fully implemented as needed. **Residual Impact**: full implementation of the above mitigation measures would reduce project-specific and cumulative impacts to cultural and tribal resources to a level of less than significant.

4.6 ENERGY

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. Substantial increase in demand, especially during peak periods, upon existing sources of energy?				X	
b. Requirement for the development or extension of new sources of energy?				X	

Impact Discussion:

a. The project consists of the construction and operation of a bike path and would not consume energy such as electricity or natural gas.

b. The proposed project would not require energy or the extension of new sources of energy.

Mitigation and Residual Impact:

No mitigation is required. No cumulatively considerable or residual impacts are anticipated.

4.7 FIRE PROTECTION

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. Introduction of development into an existing high fire hazard area?				X	
b. Project-caused high fire hazard?		X			
c. Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for fire fighting?				X	

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
d. Introduction of development that will hamper fire prevention techniques such as controlled burns or backfiring in high fire hazard areas?				X	
e. Development of structures beyond safe Fire Dept. response time?				X	

Setting:

The project site consists of the proposed bike path alignment, including adjacent construction staging areas. The project site is not located within a Very High Fire Hazard Severity Zone designated by the California Department of Forestry and Fire Protection. Fire hazard is moderate, primarily associated with vegetation within the undeveloped area south of Modoc Road. The nearest County Fire Department facility (Station 13) is located at 4570 Hollister Avenue, approximately 0.8 road miles west of the project site.

County Fire Department Standards:

The following County Fire Department standards are applied in evaluating impacts associated with the proposed development:

- The emergency response thresholds include Fire Department staff standards of one on-duty firefighter per 4000 persons (generally 1 engine company per 12,000 people, assuming three firefighters/station). The emergency response time standard is approximately 5-6 minutes.
- Water supply thresholds include a requirement for 750 gpm at 20 psi for urban single-family dwellings in urban and rural developed neighborhoods, and 500 gpm at 20 psi for dwellings in rural areas (lots larger than five acres).
- The ability of the County's engine companies to extinguish fires (based on maximum flow rates through hand held line) meets state and national standards assuming a 5,000 square foot structure. Therefore, in any portion of the Fire Department's response area, all structures over 5,000 square feet are an unprotected risk (a significant impact) and therefore should have internal fire sprinklers.
- Access road standards include a minimum width (depending on number of units served and whether parking would be allowed on either side of the road), with some narrowing allowed for driveways. Cul-de-sac diameters, turning radii and road grade must meet minimum Fire Department standards based on project type.
- Two means of egress may be needed and access must not be impeded by fire, flood, or earthquake. A potentially significant impact could occur in the event any of these standards is not adequately met.

Impact Discussion:

a. The proposed project does not involve the construction of habitable structures and would not directly or indirectly lead to any development involving habitable structures that may increase the exposure of the public to fire hazard.

b. In the short term, construction activities would occur in areas supporting potentially flammable vegetation (roadside trees and the Modoc Preserve) and construction-related ignition sources (exhaust pipes, grinders, welders, worker smoking) have the potential to significantly increase fire hazard to adjacent open space areas and residential areas.

In the long-term, the project-related removal of 29 highly flammable eucalyptus trees along Modoc Road would reduce the fuel load in the area, which may result in a reduction in the fire hazard to Hope Ranch and adjacent communities. The bike path would be maintained to control weeds and associated fuel accumulation. Therefore, operation of the bike path is not anticipated to result in a significant increase in fire hazard.

c. The proposed project does not include any development.

d. The proposed project does not include any development and would not hamper fire prevention activities.

e. The proposed bike path would be constructed of non-flammable materials (gravel and asphalt concrete). The proposed project does not involve habitable structures and would not require fire protection.

Mitigation and Residual Impact:

FIRE-1 To minimize potential fire hazards during construction, a Fire Awareness and Avoidance Plan shall be implemented. The Plan shall include the following:

- Fire prevention measures addressing cutting, grinding and welding;
- Maintaining fire extinguishers in every vehicle on-site;
- Providing a water truck;
- Minimizing activity during red flag alerts; and
- Communication with emergency response agencies.

Plan Requirements/Timing: The Fire Awareness and Avoidance Plan shall be submitted prior to the initiation of construction. **MONITORING**: The County-appointed inspector shall ensure the Plan is fully implemented. **Residual Impact**: full implementation of the above mitigation measure would reduce project-specific and cumulative fire hazard impacts to a level of less than significant.

4.8 GEOLOGIC PROCESSES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. Exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?			X		
b. Disruptions, displacements, compaction or overcovering of the soil by cuts, fills, or extensive grading?			X		
c. Permanent changes in topography?			X		
d. The destruction, covering or modification of any unique geologic, paleontologic, or physical features?				X	
e. Any increase in wind or water erosion of soils, either on or off the site?				X	
f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?			X		
g. The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent?				X	
h. Extraction of mineral or ore?				X	
i. Excessive grading on slopes of over 20%?				X	
j. Sand or gravel removal or loss of topsoil?			X		
k. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?			X		
l. Excessive spoils, tailings or over-burden?				X	

Setting

Based on the Geologic Map of the Goleta Quadrangle (Dibblee, 1987), the project site is underlain by recent alluvium composed of unconsolidated floodplain deposits. The More Ranch Fault is inferred to be located within or adjacent to the bike path alignment. The More Ranch Fault is considered active as it has experienced displacement within the last 11,000 years. The Ground Motion Interpolator developed by the California Geological Survey indicates the project area has a two percent chance in 50 years to experience a shaking event exceeding 1.008 times the force of gravity.

County Environmental Thresholds:

Pursuant to the County's Environmental Thresholds and Guidelines Manual, impacts related to geological resources may have the potential to be significant if the proposed project involves any of the following characteristics:

1. The project site or any part of the project is located on land having substantial geologic constraints, as determined by the Planning and Development Department or Public Works. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion. "Special Problems" areas designated by the Board of Supervisors have been established based on geologic constraints, flood hazards and other physical limitations to development.
2. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.
3. The project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade.
4. The project is located on slopes exceeding 20% grade.

Impact Discussion:

a. Based on the Seismic Safety and Safety Element of the Santa Barbara County Comprehensive Plan, the project site is located in an area assigned low problem ratings for liquefaction, slope stability, tsunami, expansive soils, soil creep, and compressible-collapsible soils and a high problem rating (includes entire south coast) for seismic-tectonic. The project site does not include any slopes, such that landslides and slope stability is not an issue. The immediate project area has been assigned a low-moderate overall geologic problems index. The proposed project would not include any habitable structures; therefore, no persons would be exposed to geologic hazards.

b. Earthwork associated with the proposed project would be limited to minor grading for the bike path. Mass grading or slope construction would not be required. Only a small amount of cut and fill would be required and would be minimized by the use of retaining walls.

c. The project site is relatively level, such that earthwork would be minimal and changes in topography would be minor, with only small, localized changes associated with the bike path alignment.

d. Based on the Seismic Safety and Safety Element of the Santa Barbara County Comprehensive Plan, no Areas of Special Geologic Interest occur in the project area. A search of the University of California Museum of Paleontology data base did not identify any fossils from the project area. Project-related ground disturbance would occur in recent alluvium, such that intact paleontological resources would not be present. Overall, no impacts to unique geologic, palaeontologic, or physical features would occur.

e. The project does not involve hillside grading or other components that would increase soil erosion. Potential erosion associated with storm water flows during the construction period is addressed in Section 4.15.

f. The project does not involve any substantial changes to local drainage patterns or storm run-off and would not result in any increases in erosion or siltation that may modify local stream channels.

g. The proposed project would not involve the placement of septic systems.

h. The proposed project does not involve the extraction or processing of minerals or ore.

i. No grading of slopes is proposed.

j. Excavation associated with bike path installation would mostly occur within previously disturbed areas; however, earthwork associated with bike path construction may result in a minor loss of topsoil within the bike path alignment. Affected areas would be occupied by the bike path and not available for cultivation or other vegetation.

k. Vibration would be generated by heavy equipment and trucks during bike path construction and may be detected at residences along Modoc Road. Based on an analysis using methodology provided in the Caltrans Transportation and Construction Vibration Guidance Manual, vibration levels (peak particle velocity) at the nearest residence during project construction would be 0.0285. This vibration level would be barely perceptible at the nearest residence and much less than needed to cause damage to older residential structures. Therefore, vibration impacts are considered less than significant.

l. No spoils would be generated and the small amount of material to be excavated would be used on-site or exported for use off-site.

Mitigation and Residual Impact:

Mitigation for potentially significant erosion and siltation impacts are addressed under Water Resources (Section 4.15). Residual impacts would be less than significant.

4.9 HAZARDOUS MATERIALS/RISK OF UPSET

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)?				X	
b. The use, storage or distribution of hazardous or toxic materials?			X		

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
c. A risk of an explosion or the release of hazardous substances (e.g., oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions?				X	
d. Possible interference with an emergency response plan or an emergency evacuation plan?				X	
e. The creation of a potential public health hazard?				X	
f. Public safety hazards (e.g., due to development near chemical or industrial activity, producing oil wells, toxic disposal sites, etc.)?				X	
g. Exposure to hazards from oil or gas pipelines or oil well facilities?				X	
h. The contamination of a public water supply?				X	

Setting:

The project area supports residential land uses. No agricultural or industrial land uses are located in immediate area. Based on review of the GeoTracker (State Water Resources Control Board) and ENVIROSTOR (California Department of Toxic Substances Control) data bases, there are several leaking underground storage tank sites located along State Street north of the site. Each of these cases have been closed except the American Contracting Services site at 4159 State Street, which has been remediated through groundwater treatment but is still being monitored.

County Environmental Threshold:

The County's safety threshold addresses involuntary public exposure from projects involving significant quantities of hazardous materials. The threshold addresses the likelihood and severity of potential accidents to determine whether the safety risks of a project exceed significant levels.

Impact Discussion:

a. The project site is not known to be contaminated by hazardous materials.

b. Excluding fuels used by construction equipment and vehicles, the project does not involve the use, storage or distribution of hazardous or toxic materials. Equipment and vehicles associated with the project would be fueled from a maintenance vehicle located away from drainages and residences. No storage of fuel is proposed at or near the project site.

c. No risk of explosion is expected as a result of project-related activities.

d. The proposed project would not interfere with any emergency response plan. Traffic control would be provided on Modoc Road as needed during construction, and would ensure emergency vehicles can safely transit the work area.

e. The proposed project does not involve the creation, storage or handling of any hazardous materials, and would not create any potential health hazard.

f. The proposed project does not include any new development near hazardous materials.

g. Based on the California Geologic Energy Management Division's Well Finder, oil and/or gas wells or pipelines are not located within or adjacent to the project site. The project would not increase the exposure of the public to potential hazards associated with these facilities.

h. The proposed project does not include any activities that would affect public water supplies.

Mitigation Measures and Residual Impacts:

No mitigation is required. No cumulatively considerable or residual impacts are anticipated.

4.10 LAND USE

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. Structures and/or land use incompatible with existing land use?				X	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		
c. The induction of substantial growth or concentration of population?				X	
d. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?				X	
e. Loss of existing affordable dwellings through demolition, conversion or removal?				X	
f. Displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
g. Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	
h. The loss of a substantial amount of open space?			X		
i. An economic or social effect that would result in a physical change? (i.e. Closure of a freeway ramp results in isolation of an area, businesses located in the vicinity close, neighborhood degenerates, and buildings deteriorate. Or, if construction of new freeway divides an existing community, the construction would be the physical change, but the economic/social effect on the community would be the basis for determining that the physical change would be significant.)				X	
j. Conflicts with adopted airport safety zones?				X	

Setting:

The proposed bike path alignment extends across the following parcels and land uses:

- Modoc Road public right-of-way (no APN assigned).
- APN 061-220-009, 12.26 acres, zoned PU (public utility), land use designation UT (public utility).
- APN 061-220-010, 1.30 acres, zoned PU (public utility), land use designation UT (public utility).
- APN 061-261-001), 14.157 acres, zoned PU (public utility), land use designation UT (public utility).

The immediate project area is comprised of single-family residential and open space (Modoc Preserve) land uses (see Figure 2). The Cieneguitas Creek corridor is located approximately 20 feet west of the project site has been assigned an environmentally sensitive habitat overlay designation as part of the Eastern Goleta Valley Community Plan.

County Environmental Thresholds:

The Thresholds and Guidelines Manual contains no specific thresholds for land use. Generally, a potentially significant impact can occur if a project would result in substantial growth inducing effects or result in a physical change in conflict with County policies adopted for the purpose of avoiding or mitigating an environmental effect.

Impact Discussion:

a. The proposed project is a bike path, which is compatible with the residential and open space environment and would serve surrounding residential land uses.

b. Although the proposed project would involve removal of 14 coast live oak trees, tree protection policies of the Eastern Goleta Valley Community Plan do apply. The proposed project is potentially consistent with all applicable plans and policies (see Tables 10 and 11).

c. The proposed project does not involve any new development and would not result in population growth or spatial reconfiguration of the existing population.

d. The proposed project does not include the extension of sewer lines or roadways.

e. The proposed project would not displace any dwellings.

f. See e.

g. See e.

h. The proposed bike path would displace about one acre of open space (outside the Modoc Road public right-of-way) and provide a recreational facility compatible with open space uses. This small amount of open space conversion is considered less than significant.

i. No social or economic effect would occur that would result in a physical change in the local community. Temporary lane closures on Modoc Road may occur during construction but would not result in isolation of any land uses.

j. The project site is located approximately 3.7 miles east of the Santa Barbara Airport. The project would not conflict with any airport safety zones.

Mitigation and Residual Impact:

No mitigation is required. No cumulatively considerable or residual impacts are anticipated.

4.11 NOISE

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. Long-term exposure of people to noise levels exceeding County thresholds (e.g. locating noise sensitive uses next to an airport)?			X		
b. Short-term exposure of people to noise levels exceeding County thresholds?		X			
c. Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?		X			

Setting:

Noise sensitive receptors in the immediate vicinity of the project site are primarily residences north of Modoc Road, with addresses on Modoc Road, Encore Drive, Lyric Lane, Del Canto Lane, Clara Vista Court and Via Zorro. A 20-minute baseline noise measurement was taken along the bike path alignment adjacent to a residence located on the northwest corner of Via Zorro (western intersection) and Modoc Road. The noise measurement was taken on February 10, 2021 from 7:21 to 7:41 a.m. (during peak hour) at a location approximately 45 feet from the centerline of Modoc Road and yielded a noise level of 65.2 dBA Leq. The dominant noise source was vehicle traffic on Modoc Road, which was approximately 288 vehicles per hour at the time of the noise measurement (15-minute manual count).

County Significance Thresholds:

County long-term 24-hour noise thresholds are: 1) 65 dB(A) CNEL maximum for exterior exposure, and 2) 45 dB(A) CNEL maximum for interior exposure of noise-sensitive uses. Noise-sensitive land uses include: residential dwellings; transient lodging; hospitals and other long-term care facilities; public or private educational facilities; libraries, churches; and places of public assembly. Construction activity conducted within 1,600 feet of noise-sensitive land uses is generally considered to result in a significant short-term noise impact.

Impact Discussion:

a. The proposed project involves the construction and operation of a bike path. Long-term project-related increases in noise levels at sensitive receptors would be limited to bicycle tire noise, mechanical noise (chain, gears) and voices. This increase in noise levels would not exceed County thresholds and would be similar to existing conditions (vehicle, pedestrian and bicycle traffic on Modoc Road and connecting streets). Long-term noise impacts are considered less than significant.

b. Project-related heavy equipment activity and truck traffic would occur at various times at the site during the construction period. Noise modeling was conducted using the Federal Highway Administration Roadway Construction Noise Model to estimate short term noise levels for a peak day construction scenario, comprised of earthwork using a dozer, backhoe, grader, wheeled loader and dump truck. The estimated noise level is 75.8 dBA Leq at the nearest residence north of Modoc Road. The County has not developed any short-term noise thresholds. However, construction activities within 1,600 feet of residences are considered to generally result in a potentially significant impact (County of Santa Barbara, 2021).

c. See b. above.

Mitigation and Residual Impact:

NOISE-1 To minimize potentially significant construction-related noise impacts to adjacent residences, the following measures shall be implemented:

- Construction activities involving heavy equipment or heavy-duty truck traffic shall be limited to 8 a.m. to 5 p.m., with no work on weekends or holidays, unless weekend work is required to minimize traffic congestion.

- Stationary construction equipment generating noise exceeding 65 dBA Leq at the project boundaries shall be provided with manufacturer-installed acoustic shielding or surrounded with temporary noise barriers.

Plan Requirements/Timing: These conditions shall be included in the project specifications. The selected construction contractor shall develop a plan for temporary noise barrier installation, if required. **MONITORING**: The County-appointed inspector shall ensure these measures are fully implemented, including work hours limitations and noise attenuation of stationary equipment. **Residual Impact**: Full implementation of the above mitigation measures would reduce project-specific and cumulative noise impacts to a level of less than significant.

4.12 PUBLIC FACILITIES

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. A need for new or altered police protection and/or health care services?				X	
b. Student generation exceeding school capacity?				X	
c. Significant amounts of solid waste or breach any national, state, or local standards or thresholds relating to solid waste disposal and generation (including recycling facilities and existing landfill capacity)?			X		
d. A need for new or altered sewer system facilities (sewer lines, lift-stations, etc.)?				X	
e. The construction of new storm drainage or water quality control facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	

County Significance Thresholds:

Schools. A significant level of school impacts is generally considered to occur when a project would generate sufficient students to require an additional classroom.

Solid Waste. A project is considered to result in significant impacts to landfill capacity if it would generate 196 tons per year of solid waste. This volume represents five percent of the expected average annual increase in waste generation, and is therefore considered a significant portion of the remaining landfill capacity. In addition, construction and demolition waste from remodels and rebuilds is considered significant if it exceeds 350 tons. A project which generates 40 tons per year of solid waste is considered to have a potentially significant cumulative adverse effect on solid waste generation, and mitigation via a Solid Waste Management Plan is recommended.

Impact Discussion:

a. The proposed project does not include any new development or any facilities that would require police protection or health care services.

b. The project does not include any residential land uses and would not generate demand for school capacity.

c. The proposed project does not include any new development or any facilities that would generate solid waste. However, solid waste may be generated by project construction, including wood materials generated by tree removal and demolition materials (asphalt, old road base) exported from the project site. Wood materials would be recycled as green waste, and asphalt would be provided to a permitted asphalt recycler. All project-related solid waste would be recycled to the extent feasible and would not exceed the 350 ton County CEQA threshold for construction and demolition.

d. The proposed project does not include any residential or commercial development and would not generate demand for sewage collection or related facilities.

e. The proposed project would not require the construction of any storm drain or water quality control facilities.

Mitigation and Residual Impact:

No mitigation is required. No cumulatively considerable or residual impacts are anticipated.

4.13 RECREATION

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. Conflict with established recreational uses of the area?			X		
b. Conflict with biking, equestrian and hiking trails?				X	
c. Substantial impact on the quality or quantity of existing recreational opportunities (e.g., overuse of an area with constraints on numbers of people, vehicles, animals, etc. which might safely use the area)?				X	

Setting:

Recreational facilities in the vicinity of the project site include La Cumbre Golf and Country Club (0.1 miles to the south) and Hidden Oaks Country Club (1.3 miles to the southwest). The existing bike lanes on Modoc Road are part of the “Cross-Town Route” and provide recreational opportunities. A Class 1 bike path/trail (Obern Trail) is located along Cieneguitas Creek and ends at Modoc Road just west of the project site. Several undeveloped trails within the Modoc Preserve are used by hikers and runners. The unpaved extension of Vieja Drive immediately south of the Modoc Preserve is used by equestrians.

The proposed project represents partial implementation of a planned off-road bike path/trail as identified in the Eastern Goleta Valley Community Plan.

County Significance Thresholds:

The Thresholds and Guidelines Manual contains no threshold for park and recreation impacts. However, the Board of Supervisors has established a minimum standard ratio of 4.7 acres of recreation/open space per 1,000 people to meet the needs of a community. The Santa Barbara County Community Services Department, Parks Division maintains more than 900 acres of parks and open spaces, as well as 84 miles of trails and coastal access easements.

Impact Discussion:

a. Project construction activities may temporarily conflict with existing recreational use of bike lanes on Modoc Road. However, this conflict would be short-term and minor, as the northern bike lane on Modoc Road would remain available during the construction period.

b. The project site is located adjacent to a paved bike path/trail (Obern Trail) along Cieneguitas Creek, and the proposed bike path would connect to this path. Project-related construction activities would not result in the closure of this existing bike/pedestrian path. The proposed bike path would not conflict with existing recreational use of the Modoc Preserve, but provide a paved path that may provide additional recreational opportunities.

c. The project does not include residential land uses; therefore, it would not generate demand for recreational facilities or result in associated overuse.

Mitigation and Residual Impact:

No mitigation is required. No cumulatively considerable or residual impacts are anticipated.

4.14 TRANSPORTATION/CIRCULATION:

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?				X	
b. Would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?				X	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X	
d. Result in inadequate emergency access?				X	

Setting:

Modoc Road is considered an arterial roadway that links La Cumbre Road and Las Positas Road to Hollister Avenue. Based on traffic counts conducted in 2015, the average daily traffic volume on the subject segment of Modoc Road is 6,237 vehicles. Based on a 15-minute manual traffic count conducted on February 10, 2021, a.m. peak hour traffic volumes are approximately 288 vehicles per hour (97 percent autos and light trucks). These data seem to indicate current traffic volumes are less than measured in 2015, possibly due to COVID-19 restrictions.

The accident rate in the western portion of this roadway segment (west of the eastern Encore Drive intersection) is relatively high at 3.51 per million vehicle miles.

County Significance Thresholds:

Threshold "a" – Potential Conflict with a Program, Plan, Ordinance, or Policy. The Santa Barbara County Association of Governments (SBCAG)'s 2040 Regional Transportation Plan and Sustainable Communities Strategy (SBCAG, 2013) and the County's Comprehensive Plan, zoning ordinances, capital improvement programs, and other planning documents contain transportation and circulation programs, plans, ordinances, and policies. Threshold question "a" considers a project in relation to those programs, plans, ordinances, and policies that specifically address multimodal transportation, complete streets, transportation demand management (TDM), and other vehicle-miles-traveled (VMT)-related topics.

The County and CEQA Guidelines Section 15064.3(a) no longer consider automobile delay or congestion an environmental impact. Therefore, threshold question "a" does not apply to provisions that address LOS or similar measures of vehicular capacity or traffic congestion.

A transportation impact occurs if a project conflicts with the overall purpose of an applicable transportation and circulation program, plan, ordinance, or policy, including impacts to existing transit systems and bicycle and pedestrian networks pursuant to Public Resources Code Section 21099(b)(1). In such cases, applicants must identify project modifications or mitigation measures that eliminate or reduce inconsistencies with applicable programs, plans, ordinances, and policies. For example, some community plans include provisions that encourage complete streets. As a result, an applicant for a multifamily apartment complex may need to reduce excess parking spaces, fund a transit stop, and/or add bike storage facilities to comply with a community plan's goals and policies.

Threshold "b" – Potential Impact to VMT. Threshold "b" establishes VMT as the metric to determine transportation impacts. Because VMT is a new metric, this section begins with background information on VMT and then outlines a three-step process for analyzing and, if necessary, mitigating a project's VMT impacts. The proposed project may be considered a transportation project, although it would not involve any new or modified roadways suitable for motor vehicles. Transportation projects may change travel patterns and increase vehicle travel on the roadway network. This change is commonly known as "induced travel demand." Induced travel demand is the overall increase in VMT that is attributable to a project, but is distinct from any background changes in VMT caused by population change, economic growth, or other factors.

Threshold "c" – Design Features and Hazards. Threshold "c" considers whether a project would increase roadway hazards. An increase could result from existing or proposed uses or geometric design features. In part, the analysis should review these and other relevant factors and identify results that conflict with the County's Engineering Design Standards or other applicable roadway standards. For example, the analysis may consider the following criteria:

- Project requires a driveway that would not meet site distance requirements, including vehicle queueing and visibility of pedestrians and bicyclists.
- Project adds a new traffic signal or results in a major revision to an existing intersection that would not meet the County's Engineering Design Standards.
- Project adds substantial traffic to a roadway with poor design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure).
- Project introduces a new use and substantial traffic that would create potential safety problems on an existing road network (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use).

If a project would result in potential roadway hazards, the applicant would need to modify the project or identify mitigation measures that would eliminate or reduce the potential hazards. For example, an applicant for a retail shopping center may need to shift the location of a new driveway or add sidewalks or pedestrian crossings to reduce potential conflicts between customers and pedestrians.

Threshold "d" – Emergency Access. Threshold "d" considers any changes to emergency access resulting from a project. To identify potential impacts, the analysis must review any proposed roadway design changes and determine if they would potentially impede emergency access vehicles.

A project that would result in inadequate emergency vehicle access would have a significant transportation impact and, as a result, would require project modifications or mitigation measures. For example, a project that modifies a street and, as a result, impairs fire truck access, would require modifications or redesign to comply with County and fire department road development standards.

Impact Discussion:

a. The project does not include any new land uses, would not create demand for transportation facilities and would not conflict with local or regional transportation planning.

b. The project would not generate any new VMT or vehicle trips. Approximately 24 construction-related vehicle trips may occur on a peak day, which is less than the 110 daily trip screening threshold recommended by the Governor's Office of Planning and Research (2017). Therefore, the project is consistent with Section 15064.3 of the State CEQA Guidelines.

c. The Project would not involve any changes to the design or operation of Modoc Road or incompatible uses; therefore, project-related increases in traffic hazards are not anticipated.

d. The project would not require emergency services or create conditions that would impede emergency access for adjacent land uses.

Mitigation and Residual Impact:

No mitigation is required. No cumulatively considerable or residual impacts are anticipated.

4.15 WATER RESOURCES/FLOODING:

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?				X	
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?			X		
c. Change in the amount of surface water in any water body?				X	
d. Discharge into surface waters or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?		X			
e. Alterations to the course or flow of flood waters, or need for private or public flood control projects?				X	
f. Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis?				X	
g. Alteration of the direction or rate of flow of groundwater?				X	
h. Change in the quantity of groundwaters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?				X	
i. Overdraft or overcommitment of any groundwater basin? Or, a significant increase in the existing overdraft or overcommitment of any groundwater basin?				X	

Will the proposal result in:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
j. The substantial degradation of groundwater quality including saltwater intrusion?				X	
k. Substantial reduction in the amount of water otherwise available for public water supplies?				X	
l. Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?			X		

Setting:

Surface Waters. The project site is located approximately 20 feet east of Cieneguitas Creek. The Cieneguitas Creek watershed is located within the South Coast Hydrologic Unit and is a tributary to the Goleta Slough watershed. The Cieneguitas Creek headwaters originate at the coastal slopes of the Santa Ynez Mountains at an elevation of about 1,100 feet. From its headwaters to its confluence with Atascadero Creek, Cieneguitas Creek flows about four miles south, draining an area of approximately 1,340 acres.

Local Drainage. Storm run-off from the subject segment of Modoc Road and collector streets (Encore Drive, Via Zorro) drains to the Modoc Preserve via sheet flow and storm drain inlets where much of it infiltrates in this depressional area. Excess storm flow discharges via a small earthen channel to Cieneguitas Creek approximately 600 feet downstream (south) of Modoc Road.

Floodplain. The project site is located adjacent to the 100-year floodplain associated with Cieneguitas Creek. The National Flood Insurance Program Flood Insurance Rate Map (060331, effective December 12, 2012) indicates a 100-year water surface elevation of 109 feet at the Modoc Road bridge.

Groundwater. The project site lies within the Santa Barbara Groundwater Basin, which has a surface area of 9.6 square miles. Water levels typically drop during extended years of drought (1945-1951, 1984-1990, and 2012-2018), and have not rebounded to pre-drought levels. General trends indicate continued increases in storage following above average precipitation in 2017 and 2019 (Santa Barbara County Public Works, 2020).

The 2014 Sustainable Groundwater Management Act requires the formation of groundwater sustainability agencies (GSAs) in high- and medium-priority groundwater basins and sub-basins by June 30, 2017 to meet California Water Code requirements. The Santa Barbara Groundwater Basin is a very low priority basin and formation of a GSA is not required to manage groundwater in this basin.

Water Quality Regulation. The Regional Water Quality Control Board (RWQCB) has developed a Water Quality Control Plan for the Central Coastal Basin (Basin Plan) (revised 2011) to protect the water quality of surface and groundwaters of the region. The Basin Plan designates beneficial uses, sets narrative and numerical objectives to protect beneficial uses and describes implementation programs. Beneficial uses are processes, habitats, organisms or features that require water and are considered worthy of protection. Beneficial uses identified for Cieneguitas Creek (as a tributary of Atascadero Creek) in the Basin Plan include municipal water supply, agricultural water supply, groundwater recharge, water contact recreation, non-water contact recreation, wildlife habitat, cold water habitat, warm water habitat, migration habitat, spawning habitat, rare species habitat, freshwater replenishment, and commercial/sport fishing.

Atascadero Creek is on the Section 303(d) impaired waters list under the Clean Water Act due to elevated levels of enterococcus, nutrients, pH, E. coli, fecal coliform, chloride, sodium, temperature dissolved oxygen, toxicity and benthic community effects. Therefore, waters of Atascadero Creek are considered impaired because beneficial uses are not fully supported.

County Environmental Thresholds:

Water Resources. A project is determined to have a significant effect on water resources if it would exceed established threshold values which have been set for each overdrafted groundwater basin. These values were determined based on an estimation of a basin's remaining life of available water storage. If the project's net new consumptive water use [total consumptive demand adjusted for recharge less discontinued historic use] exceeds the threshold adopted for the basin, the project's impacts on water resources are considered significant.

A project is also deemed to have a significant effect on water resources if a net increase in pumpage from a well would substantially affect production or quality from a nearby well.

Water Quality. A significant water quality impact is presumed to occur if the project:

- Is located within an urbanized area of the county and the project construction or redevelopment individually or as a part of a larger common plan of development or sale would disturb one (1) or more acres of land;
- Increases the amount of impervious surfaces on a site by 25% or more;
- Results in channelization or relocation of a natural drainage channel;
- Results in removal or reduction of riparian vegetation or other vegetation (excluding non-native vegetation removed for restoration projects) from the buffer zone of any streams, creeks or wetlands;
- Is an industrial facility that falls under one or more of categories of industrial activity regulated under the NPDES Phase 1 industrial storm water regulations (facilities with effluent limitation; manufacturing; mineral, metal, oil and gas, hazardous waste, treatment or disposal facilities; landfills; recycling facilities; steam electric plants; transportation facilities; treatment works; and light industrial activity);

- Discharges pollutants that exceed the water quality standards set forth in the applicable NPDES permit, the Regional Water Quality Control Board's (RWQCB) Basin Plan or otherwise impairs the beneficial uses of a receiving water body;
- Results in a discharge of pollutants into an "impaired" water body that has been designated as such by the State Water Resources Control Board or the RWQCB under Section 303 (d) of the Federal Water Pollution Prevention and Control Act (i.e., the Clean Water Act); or
- Results in a discharge of pollutants of concern to a receiving water body, as identified by the RWQCB.

Impact Discussion:

a. Bike path construction would avoid surface waters of Cieneguitas Creek. Therefore, impacts related to water movement are not anticipated.

b. No changes in creek or storm drain locations, dimensions or hydraulic characteristics would occur. Therefore, no changes in drainage patterns would occur. The project includes minor realignment of a drainage swale located south of Modoc Road; however, local drainage patterns would be maintained. The project would involve an increase in impervious surfaces of approximately 0.9 acres (not including reductions associated with removal of portions of the existing bike lane) associated with the bike path paving. However, this area would be dispersed over the 3,930-foot-long bike path alignment and would not substantially alter percolation rates or surface run-off in the project area.

c. No discharge to surface waters or extraction of surface water is proposed. Therefore, no change in the amount of surface water present in any water body would occur as a result of the project.

d. Although best management practices would be implemented as required by the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, storm water run-off from project construction areas may transport sediment, hydrocarbons and other pollutants to Cieneguitas Creek and degrade surface water quality.

e. The proposed project would not alter the course of floodwaters, including local storm drains or flows in Cieneguitas Creek. No changes in the course or flow of flood waters would occur, and no new flood control facilities would be required.

f. The project would not be located within the 100-year floodplain. The project would not result in land development or otherwise increase the exposure of persons or property to water-related hazards.

g. The proposed project would not affect groundwater flow as project-related groundwater pumping would not occur, and recharge from Cieneguitas Creek would not be affected.

h. The project does not involve extraction of groundwater, excavation of aquifers or interference with recharge.

i. The project would not involve any groundwater extraction or commitment of groundwater.

j. There is no evidence of seawater intrusion upon the Santa Barbara Groundwater Basin (Santa Barbara County Public Works, 2020). In any case, the proposed project would not involve groundwater extraction or otherwise contribute to seawater intrusion.

k. The project would not require water (excluding the construction period and temporary irrigation for establishment of replacement trees) and would not affect public water supplies.

l. Storm run-off from Modoc Road, other local roadways and adjacent land uses likely contributes pollutants to Cieneguitas Creek. Due its linear configuration and small surface area, the proposed bike path would be a minor source of storm water pollutants during the construction period, primarily sediments and asphalt-related hydrocarbons, but would not result in a substantial increase in the discharge of these pollutants.

Mitigation Measures and Residual Impacts:

WR-1 The project would require coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Water Quality Order 2009-0009-DWQ). As required by the conditions of the General Permit, a Storm Water Pollution Control Plan (WPCP) would be prepared, which would include best management practices to be implemented and a monitoring program. The following Best Management Practices shall be incorporated into the WPCP to minimize potential water quality impacts. These impacts would be mitigated to a less than significant level with the implementation of these measures.

- All ground disturbance shall be limited to the dry season or periods when rainfall is not predicted, to minimize erosion and sediment transport to surface waters.
- Disturbed areas shall be stabilized or re-vegetated prior to the start of the rainy season.
- Impacts to vegetation within and adjacent to creeks and storm drains shall be minimized. The work area shall be flagged to identify its limits. Vegetation shall not be removed or intentionally damaged beyond these limits.
- Construction materials and soil piles shall be placed in designated areas where they could not enter creeks or storm drains due to spillage or erosion.
- Waste and debris generated during construction shall be stored in designated waste collection areas and containers away from watercourses and shall be disposed of regularly.
- All fueling of heavy equipment shall occur in a designated area removed from Modoc Road and other drainages, such that any spillage would not enter surface waters. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.

- Vehicles and equipment shall be maintained properly to prevent leakage of hydrocarbons and coolant and shall be examined for leaks on a daily basis. All maintenance shall occur in a designated offsite area. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.
- Any accidental spill of hydrocarbons or coolant that may occur on the construction site shall be cleaned immediately. Absorbent materials shall be maintained on the construction site for this purpose. The Regional Board shall be notified immediately in the event of an accidental spill to ensure proper clean up and disposal of waste.

Plan Requirements/Timing: These measures shall be included in the project specifications and SWPPP. **MONITORING**: The County-appointed inspector shall ensure the measures are fully implemented.

Residual Impact: mitigation measures are provided above would reduce construction-related water quality impacts to a level of less than significant.

5.0 INFORMATION SOURCES

5.1 COUNTY DEPARTMENTS CONSULTED

Public Works Department

5.2 COMPREHENSIVE PLAN (CHECK THOSE SOURCES USED):

X	Seismic Safety/Safety Element	X	Conservation Element
X	Open Space Element	X	Noise Element
	Coastal Plan and Maps	X	Circulation Element
	ERME		Agricultural Element

5.3 OTHER SOURCES (CHECK THOSE SOURCES USED):

X	Field work		Ag Preserve maps
	Calculations	X	Flood Control maps
X	Project plans	X	Other technical references
	Traffic studies		(reports, survey, etc.)
	Records		Planning files, maps, reports
	Grading plans	X	Zoning maps
	Elevation, architectural renderings	X	Soils maps/reports
	Published geological map/reports		Plant maps
X	Topographical maps	X	Archaeological maps and reports
X	Important Farmland Maps	X	FEMA Floodplain maps

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6.0 PROJECT SPECIFIC (SHORT- AND LONG-TERM) AND CUMULATIVE IMPACT SUMMARY

6.1 SIGNIFICANT UNAVOIDABLE IMPACTS

None identified.

6.2 SIGNIFICANT BUT MITIGABLE IMPACTS

Biological Resources. The proposed project may result in:

- Removal of 12 coast live oak trees protected by the policies of the Eastern Goleta Community Plan.
- Potentially significant impacts to Cooper's hawk, oak titmouse, Allen's hummingbird and other nesting birds associated with construction activities.

Cultural Resources. The proposed project may result in:

- Potential disturbance of unknown buried archeological resources in an archeologically sensitive area.

Fire Protection. The proposed project may result in:

- Increased fire hazard to adjacent residential and open space areas associated with construction activities in areas supporting potentially flammable vegetation.

Noise. The proposed project may result in:

- Exposure of adjacent residences to temporary construction-related noise generated by heavy equipment and heavy-duty trucks.

Water Resources/Flooding. The proposed project may result in:

- Temporary degradation of surface water quality associated with discharge of storm water from project construction areas.

6.3 CUMULATIVE IMPACTS

Cumulative impacts are defined as two or more individual effects which, when considered together are considerable, or which compound or increase other environmental impacts. Under Section 15064 of the State CEQA Guidelines, the lead agency (Santa Barbara County Public Works Department) must identify cumulative impacts, determine their significance and determine if the effects of the project are cumulatively considerable.

This assessment is focused on potential impacts of the project that may be less than significant on a project-specific basis, but potentially significant when viewed in combination with other projects in the region. Section 3.2 lists other projects under review or recently approved within the project region (Goleta area).

6.3.1 Air Quality

Other land development projects (see Section 3.2) would generate both short-term construction emissions and long-term vehicle emissions. The proposed project would not contribute to cumulative long-term vehicle emissions, but may contribute to cumulative construction emissions, should construction of these projects occur at the same time as the proposed project. However, construction emissions of both the proposed project and other projects would be mitigated by standard measures required by the APCD. Implementation of these measures is considered to prevent significant project-specific and cumulative air quality impacts from construction. Therefore, the incremental air quality impact associated with project construction would not be cumulatively considerable.

6.3.2 Water Resources

Most projects listed in Section 3.2 would require potable water service and may affect groundwater supplies. The proposed project would not require a water supply and would not contribute to this impact. Cumulative development would increase pollutant concentrations in storm run-off and may adversely affect surface water quality. During the construction period, the proposed project may contribute to cumulative surface water quality impacts. However, mitigation measures are provided to avoid and minimize impacts to surface water quality.

Similar to the proposed project, some of the cumulative projects are located near drainages and inadvertent spills of fuel or lubricants could occur and percolate into groundwater supplies. The proposed project would contribute to this cumulative impact; however, mitigation measures are provided to avoid and minimize impacts to groundwater quality. The project's contribution to groundwater impacts would not be cumulatively considerable.

6.3.3 Biological Resources

Protected Trees. Coast live oak is common in the project area, and other projects may result in removal of these trees. However, mitigation measures are provided to avoid and offset impacts to protected trees. Therefore, the incremental contribution of the proposed project to impacts to protected trees would not be cumulatively considerable.

Cooper's Hawk. Other cumulative projects may result in adverse impacts to suitable habitat for Cooper's hawk in the region. However, mitigation measures are provided to avoid and minimize potential impacts to this species. Therefore, the incremental contribution of the proposed project to impacts to Cooper's hawk would not be cumulatively considerable.

6.3.4 Cultural Resources

Most cumulative projects listed in Section 3.2 are located in previously developed areas and are unlikely to adversely affect intact archeological resources. However, some projects may result in disturbance of known or unknown cultural resources. The proposed project may impact unreported cultural resources along Modoc Road, and could contribute to a cumulative impact. However, mitigation measures are provided to avoid and minimize potential impacts to archeological resources. The project's contribution to cumulative cultural resources impacts would not be considerable.

6.3.5 Noise

Other projects (see Section 3.2) would generate both short-term construction noise and long-term traffic noise. The proposed project would not contribute to cumulative long-term traffic noise but may contribute to cumulative construction noise. The proposed project is not located adjacent to other projects and would not contribute to cumulative construction noise. In any case, mitigation measures are provided to avoid and minimize potential noise impacts. The project's contribution to noise impacts would not be cumulatively considerable.

7.0 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact	Reviewed Under Previous Document
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?		X			
2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals?				X	
3. 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.)			X		
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X			
5. Is there disagreement supported by facts, reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR?				X	

Discussion of Findings:

1. The proposed project has the potential to substantially degrade the quality of the environment. However, implementation of mitigation measures BIO-1 through BIO-2 would ensure impacts to wildlife and protected trees would be minimized and offset, and prevent fish or wildlife populations from dropping below self-sustaining levels. Due to the small scale of project impacts, it would not threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. Based on subsurface archeological testing conducted for the project, no impacts to cultural resources are anticipated, and the proposed project would not eliminate important examples of the major periods of California history or prehistory. Although impacts to unreported cultural resources may occur during project-related earthwork, mitigation measures have been provided (see AR-1) to reduce these impacts to a level of less than significant.
2. The proposed project does not have the potential to achieve short-term to the disadvantage of long-term environmental goals. The proposed project is designed to achieve the long-term goal of the County to create a Class I bike path.
3. The proposed project may contribute to cumulative impacts, but its incremental contribution would not be substantial or result in cumulatively significant impacts.
4. The proposed project may create environmental effects which would cause substantial adverse effects on human beings, including fire hazards, noise and water quality. However, mitigation measures have been provided (see FIRE-1, NOISE-1 and WR-1) to reduce these impacts to a level of less than significant.
5. There is no disagreement supported by facts or any reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR.

8.0 PROJECT ALTERNATIVES

No significant, adverse unmitigable impacts were identified; therefore, no project alternatives were considered.

9.0 INITIAL REVIEW OF PROJECT CONSISTENCY WITH APPLICABLE SUBDIVISION, ZONING AND COMPREHENSIVE PLAN REQUIREMENTS

An analysis of the consistency of the proposed project with applicable policies of the County Comprehensive Plan and the Eastern Goleta Valley Community Plan is provided in Tables 10 and 11, respectively. The proposed project, with mitigation, is expected to be consistent with all existing land use and development policies.

Table 10. Policy Consistency Analysis – County Comprehensive Plan

Applicable Policy Number	Issue	Consistency Discussion
Circulation Element		
C.	The County shall continue to develop programs to encourage alternative modes of transportation	The proposed bike path would expand the bike circulation system and encourage bike use: consistent
Land Use Element		
Hillside & Watershed Protection 1	Plans for development shall minimize cut and fill operations	The proposed bike path alignment would be primarily located in level areas, within minimal cut and fill operations: consistent
Hillside & Watershed Protection 2	All development shall be designed to fit site topography, soils, geology and hydrology to minimize grading	The bike path alignment has been designed to follow site topography, and would require minimal grading: consistent
Hillside & Watershed Protection 4	Sediment basins shall be installed during initial grading operations and maintained to remove sediment	A water pollution control plan would be developed and would include sediment basins if needed: consistent
Hillside & Watershed Protection 5	Temporary vegetation, seeding, mulching or other soil stabilization method shall be used to protect soils from erosion	A water pollution control plan would be developed and would include temporary soil stabilization measures: consistent
Streams & Creeks 1	All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased run-off, sedimentation, biochemical degradation or thermal pollution	No work within the streambed is proposed. Mitigation measures (WR-1) have been provided to minimize discharge of sediment and reduce erosion during construction: consistent
Flood Hazard 1	All development, including construction, excavation and grading, except flood control projects shall be prohibited in the floodway.	The proposed project would be located outside the floodway: consistent
Historical & Archeological Sites 2	When developments are proposed for parcels where archeological sites are located, project design shall be required which avoids impacts if possible	Known archeological sites are located near the bike path alignment; however, the project would not result in significant impacts. Mitigation measures (AR-1) would be implemented to avoid any unreported resources found: consistent

Table 10. Continued

Applicable Policy Number	Issue	Consistency Discussion
Parks/Recreation 1	Bikeways shall be provided where appropriate for recreational and commuting use	The proposed bike path would expand the bike circulation system and encourage bike use: consistent

Table 11. Policy Consistency Analysis – Eastern Goleta Valley Community Plan

Applicable Policy Number	Issue	Consistency Discussion
FIRE-EGV-1.1	The County shall support and pursue collaborative fuel management and wildfire protection programs for the City of Santa Barbara, the City of Goleta, and Eastern Goleta Valley to encourage fire hazard reduction and protection of natural resources.	The proposed project involves removal of 29 flammable blue gum eucalyptus trees which represents a fire hazard reduction on the northern edge of the Hope Ranch community and may reduce the potential wildfire hazard to persons and property: consistent
TC-EGV-2.2	The use of the bicycle as a mode of transportation shall be encouraged by providing and ensuring well-lit, safe, well-connected, and accessible Class I/II/III bikeways to meet the transportation needs of Goleta Valley cyclists.	The project would partially implement a Class I bike path consistent with the Eastern Goleta Valley Community Plan: consistent
ECO-EGV-1.1	The County shall designate and provide protection to important or sensitive environmental resources and habitats in Eastern Goleta Valley.	The proposed project avoids the environmentally sensitive habitat area along Cieneguitas Creek: consistent
ECO-EGV-3.1	Habitats to be preserved and enhanced include, but are not limited to creeks, streams, waterways, fish passage, wetlands, vernal pools, riparian vegetation, wildlife corridors, roosting, nesting and foraging habitat for birds and subterranean species.	The proposed project avoids environmentally sensitive stream habitat and riparian vegetation along Cieneguitas Creek: consistent
ECO-EGV-4.1	Existing trees in Eastern Goleta Valley shall be preserved to the maximum extent feasible, prioritizing protected trees.	The proposed project was designed to minimize removal of trees. Only 24 percent of the 63 trees to be removed are considered protected under this policy and most are invasive non-native trees: consistent
ECO-EGV-5.1	Environmentally sensitive habitat areas and riparian corridors within Eastern Goleta Valley shall be preserved and, where feasible and appropriate, enhanced.	The proposed project would avoid environmentally sensitive habitat and riparian corridor along Cieneguitas Creek: consistent

Table 11. Continued

Applicable Policy Number	Issue	Consistency Discussion
ECO-EGV-6.3	Riparian vegetation shall be protected and not removed except where clearing is necessary for the maintenance of free-flowing channel conditions.	The proposed project would avoid riparian vegetation along Cieneguitas Creek: consistent
HA-EGV-1.1	Protect and preserve known and discovered significant archeological, historic built environment and tribal cultural resources in the Eastern Goleta Valley.	Based on the results of project-specific archeological investigations, the proposed project would not affect significant cultural resources: consistent
N-EGV-1.1	Noise impacts to interior noise-sensitive land uses shall be minimized.	Noise-sensitive residential areas would be adversely affected by project-related construction noise. However, mitigation has been provided to minimize noise impacts: consistent
VIS-EGV-1.1	Development should minimize impacts to open space views as seen from public vistas and scenic local routes and avoid impairment of significant visual resources.	The proposed project would not be visible from or adversely affect any designated public vistas, local scenic routes or community gateways: consistent

10.0 RECOMMENDATION BY LEAD AGENCY STAFF

On the basis of the Initial Study, lead agency staff:

_____ Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that a Negative Declaration (ND) be prepared.

__X__ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the REVISED PROJECT DESCRIPTION would successfully mitigate the potentially significant impacts. Staff recommends the preparation of a Mitigated Negative Declaration (MND). The MND finding is based on the assumption that mitigation measures will be acceptable to the applicant; if not acceptable a revised Initial Study finding for the preparation of an EIR may result.

_____ Finds that the proposed project MAY have a significant effect on the environment, and recommends that an EIR be prepared.

____ Finds that from existing documents (previous EIRs, etc.) that a subsequent document (containing updated and site-specific information, etc.) pursuant to CEQA Sections 15162/15163/15164 should be prepared.

Potentially significant unavoidable adverse impact areas: None

_____ With Public Hearing ___X___ Without Public Hearing

PREVIOUS DOCUMENT: None

PROJECT EVALUATOR: Matt Ingamells, Padre Associates

DATE: May 5, 2022

11.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

_✓_ I agree with staff conclusions. Preparation of the appropriate document may proceed.

_____ I DO NOT agree with staff conclusions. The following actions will be taken:

_____ I require consultation and further information prior to making my determination.

SIGNATURE:_____ INITIAL STUDY DATE:_____

SIGNATURE:_____ DRAFT ND DATE: 5/5/22

SIGNATURE:_____ REVISION DATE: _____

SIGNATURE:_____ FINAL MND DATE: _____

APPENDIX A

VASCULAR PLANT FLORA OBSERVED NEAR THE MODOC ROAD BIKE PATH ALIGNMENT SANTA BARBARA COUNTY, CALIFORNIA

Appendix A

Vascular Plant Flora Observed near the Modoc Road Bike Path Alignment

Santa Barbara County, California

Scientific Name	Common Name	Habit	Family	Wetland Status	Invasiveness Rating
*Acacia longiflora**	Syndey golden wattle	S	Fabaceae	*	
Acmispon glaber var. glaber	Deerweed, California broom	PH	Fabaceae	*	
*Ageratina adenophora**	Crofton weed	PH	Asteraceae	FACU	Moderate
Ambrosia psilostachya	Western ragweed	PH	Asteraceae	FACU	
Anemopsis californica	Yerba mansa	PH	Sauraceae	OBL	
*Araujia sericifera**	Bladder flower	PV	Apocynaceae	*	
Artemisia californica	California sagebrush	S	Asteraceae	*	
Artemisia douglasiana	Mugwort	PH	Asteraceae	FAC	
Asclepias fascicularis	Narrow-leaf milkweed	AH	Apocynaceae	FAC	
*Atriplex semibaccata**	Australian saltbush	PH	Chenopodiaceae	FAC	Moderate
*Avena barbata**	Slender wild oats	AG	Poaceae	*	Moderate
*Avena fatua**	Wild oats	AG	Poaceae	*	Moderate
Baccharis pilularis	Coyote brush	S	Asteraceae	*	
Baccharis salicifolia	Mule fat, seep-willow	S	Asteraceae	FAC	
*Brachypodium distachyon**	False brome	AG	Poaceae	*	
*Brassica nigra**	Black mustard	AH	Brassicaceae	*	Moderate
*Brassica rapa**	Field mustard	AH	Brassicaceae	FACU	Limited
*Bromus diandrus**	Ripgut grass	AG	Poaceae	*	Moderate
*Calocedrus decurrens***	Incense cedar	T	Cupressaceae	*	
*Carduus pycnocephalus**	Italian thistle	AH	Asteraceae	*	Moderate
*Chenopodium album**	Lamb's quarters	AH	Chenopodiaceae	FACU	
*Chenopodium murale**	Nettle-leaf goose-foot	AH	Chenopodiaceae	FACU	
Claytonia perfoliata	Miner's lettuce	AH	Montiaceae	FAC	
Cordylanthus rigidus	Bird's beak	AH	Orobanchaceae	*	
*Cotoneaster pannosus***	Silver-leaf cotoneaster	S	Rosaceae	*	Moderate
*Cotula australis**	Australian brass-buttons	AH	Asteraceae	FAC	
*Cynodon dactylon**	Bermuda grass	PG	Poaceae	FACU	Moderate
Cyperus eragrostis	Tall flat-sedge	PH	Cyperaceae	FACW	
*Cyperus involucratus**	Flat-sedge	PH	Cyperaceae	FACW	
*Dimorphotheca fructicosa**	African daisy	PH	Asteraceae	*	
Distichlis spicata	Salt grass	PG	Poaceae	FAC	
Encelia californica	California bush sunflower	S	Asteraceae	*	
*Eriobotrya japonica***	Loquat	T	Rosaceae	*	
Eriogonum fasciculatum var. fasciculatum	California buckwheat	S	Polygonaceae	*	
*Erodium cicutarium**	Redstem filaree	AH	Geraniaceae	*	Limited
Eschscholzia californica	California poppy	AH	Papaveraceae	*	
*Eucalyptus globulus**	Blue gum	T	Myrtaceae	*	Limited
*Festuca perennis**	Italian rye-grass	AG	Poaceae	FAC	Moderate
*Fraxinus latifolia**	Oregon ash	T	Oleacea	FACW	
Galium aparine	Sticky-willy	AH	Rubiaceae	FACU	
*Helminthotheca echioides**	Bristly ox-tongue	AH	Asteraceae	FAC	Limited
Hesperoyucca whipplei	Our lord's candle	S	Agavaceae	*	
Heteromeles arbutifolia	Toyon	T	Rosaceae	*	

Appendix A

Vascular Plant Flora Observed near the Modoc Road Bike Path Alignment
Santa Barbara County, California

Scientific Name	Common Name	Habit	Family	Wetland Status	Invasiveness Rating
*Hirschfeldia incana**	Summer mustard	BH	Brassicaceae	*	Moderate
*Hordeum murinum**	Barley	AG	Poaceae	FACU	Moderate
Juncus acutus ssp. leopoldii	Southwestern spiny rush	S	Juncaceae	FACW	
Juncus patens	Spreading rush	PH	Juncaceae	FACW	
*Lactuca serriola**	Prickly lettuce	AH	Asteraceae	FACU	
*Lavandula angustifolia**	Lavender	S	Lamiaceae	*	
*Malva parviflora**	Cheese-weed	AH	Malvaceae	*	
Malvella leprosa	Alkali mallow	AH	Malvaceae	FACU	
Marah macrocarpus var. macrocarpus	Wild cucumber	PV	Cucurbitaceae	*	
*Medicago polymorpha**	Bur clover	AH	Fabaceae	FACU	Limited
*Nerium oleander***	Oleander	S	Apocynaceae	*	
*Oxalis pes-caprae**	Bermuda buttercup	PH	Oxalidaceae	*	Moderate
Peritoma arborea	Bladder-pod	S	Cleomaceae	*	
Phacelia ramosissima var. ramosissima	Branching phacelia	PH	Boraginaceae	FACU	
Pholistoma auritum var. auritum	Fiesta flower	AH	Boraginaceae	*	
*Phoenix canariensis***	Canary Island palm	T	Arecaceae		
*Pittosporum undulatum**	Victorian box	T	Pittosporaceae	*	
*Plantago lanceolata**	English plantain	PH	Plantaginaceae	FAC	Limited
*Poa annua**	Annual bluegrass	AG	Poaceae	FAC	
*Podocarpus gracilior***	Fern pine	T	Taxaceae	*	
*Prunus lyonii***	Catalina cherry	S	Rosaceae	*	
Pseudognaphalium canescens	Everlasting	AH	Asteraceae	*	
*Pyracantha fortuneana***	Chinese fore-thorn	S	Rosaceae	*	
Quercus agrifolia var. agrifolia	Coast live oak	T	Fagaceae	*	
*Quercus ilex***	Holly oak	T	Fagaceae	*	
Quercus lobata (planted)	Valley oak	T	Fagaceae	*	
*Quercus suber***	Cork oak	T	Fagaceae	*	
*Raphanus sativus**	Radish	BH	Brassicaceae	*	Limited
Rosa californica	California wildrose	S	Rosaceae	FAC	
Rubus ursinus	California blackberry	PV	Rosaceae	FAC	
*Rumex crispus**	Curly dock	PH	Polygonaceae	FAC	Limited
Rumex salicifolius	Willow dock	PH	Polygonaceae	FACW	
Salix laevigata	Red willow	T	Salicaceae	FACW	
Salix lasiolepis	Arroyo willow	T	Salicaceae	FACW	
*Salvia leucantha**	Mexican sage	S	Lamiaceae	*	
Salvia mellifera	Black sage	S	Lamiaceae	*	
Salvia spathacea	Crimson pitcher sage	PH	Lamiaceae	*	
Sambucus nigra ssp. caerulea	Blue elderberry	T	Adoxaceae	FACU	
*Schinus molle**	Pepper tree	T	Anacardiaceae	FACU	Limited
Schoenoplectus californicus	California bulrush	PH	Cyperaceae	OBL	
*Senecio vulgaris**	Common groundsel	AH	Asteraceae	FACU	
*Sisymbrium irio**	London rocket	AH	Brassicaceae	*	Limited
*Sonchus oleraceus**	Common sow thistle	AH	Asteraceae	UPL	

Appendix A

Vascular Plant Flora Observed near the Modoc Road Bike Path Alignment

Santa Barbara County, California

Scientific Name	Common Name	Habit	Family	Wetland Status	Invasiveness Rating
*Stellaria media**	Chick-weed	AH	Caryophyllaceae	FACU	
*Stipa miliacea var. miliacea**	Smilo grass	PG	Poaceae	*	Limited
Stipa pulchra	Purple needlegrass	PG	Poaceae	*	
*Taraxacum officinale**	Dandelion	PH	Asteraceae	FACU	
*Ulmus parvifolia**	Chinese elm	T	Ulmaceae	UPL	
*Urtica urens**	Dwarf nettle	AH	Urticaceae	*	
Verbena lasiostachys var. scabrida	Verbena	PH	Verbenaceae	FAC	
*Vicia sativa**	Common vetch	AV	Fabaceae	FACU	
*Washingtonia robusta**	Mexican fan palm	T	Arecaceae	FACW	Moderate

Notes:

Scientific nomenclature follows The Jepson Manual Second Edition (Baldwin et al., 2012), including supplements (old names in brackets).

An "*" indicates non-native species which have become naturalized or persist without cultivation.

An "**" indicates species which have been planted and may not persist without cultivation.

Habit Definitions:

AF = annual fern or fern ally.
AG = annual grass.
AH = annual herb.
BH = biennial herb.
PF = perennial fern or fern ally.
PG = perennial grass.
PH = perennial herb.
PV = perennial vine.
S = shrub.
T = tree.

Invasiveness Rating from the online database of the California Invasive Plant Council

Wetland Status from Arid West 2020 Regional Wetland Plant List

OBL - Obligate wetland: almost always occurs in wetlands (>99% probability)
FACW - Facultative-Wetland: usually occurs in wetlands (67-99% probability)
FAC - Facultative: equally likely to occur in wetlands or non-wetlands (34-66% probability)
FACU - Facultative-Upland: usually occurs in non-wetlands (1-33% probability)
UPL - Upland: almost always occurs in non-wetlands (>99% probability)
*: not addressed in the wetland plant list, non-wetland species

APPENDIX B

VERTEBRATE ANIMAL SPECIES REPORTED NEAR THE MODOC ROAD BIKE PATH ALIGNMENT SANTA BARBARA COUNTY, CALIFORNIA

Appendix B

Vertebrate Animal Species Reported Near the Modoc Road Bike Path Alignment
Santa Barbara County, California

FAMILY Common Name	Scientific Name	Habitat Use(1)	Status(2)
AMPHIBIANS AND REPTILES			
Hylidae			
Baja California tree frog	*Pseudacris hypochondriaca*	B/F	--
Iguanidae			
*Western fence lizard	*Sceloporus occidentalis longipes*	B/F	--
Colubridae			
San Diego gopher snake	*Pituophis melanoleucus annectens*	B/F	--
BIRDS			
Ardeidae			
Great blue heron	*Ardea herodias*	F	--
Anatidae			
Mallard	*Anas platyrhynchos*	F	--
Laridae			
Western gull	*Larus occidentalis*	F	--
Cathartidae			
Turkey vulture	*Cathartes aura*	B/F	--
Accipitridae			
*Red-tailed hawk	*Buteo jamaicensis*	B/F	--
*Red-shouldered hawk	*Buteo lineatus*	B/F	--
Cooper's hawk	*Accipiter cooperi*	B/F	WL (nesting)
Sharp-shinned hawk	*Accipiter striatus*	F	WL (nesting)
Northern harrier	*Circus hudsonius*	F	CSC
Falconidae			
American kestrel	*Falco sparverius*	B/F	--
Phasanidae			
California quail	*Callipepla californicus*	B/F	--
Columbidae			
*Mourning dove	*Zenaida macroura*	B/F	--
*Rock pigeon	*Columba livia*	B/F	--
*Eurasian collared dove	*Streptopelia decaocto*	B/F	--
Band-tailed pigeon	*Patagioenas fasciata*	B/F	--
Polioptillidae			
Blue-gray gnatcatcher	*Polioptila caerulea*	B/F	--
Strigidae			
Great horned owl	*Bubo virginianus*	B/F	--
Trochilidae			
*Anna's hummingbird	*Calypte anna*	B/F	--
*Allen’s hummingbird	*Selasphorus sasin*	B/F	--

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Vertebrate Animal Species Reported Near the Modoc Road Bike Path Alignment
Santa Barbara County, California

FAMILY Common Name	Scientific Name	Habitat Use(1)	Status(2)
Picidae			
Northern flicker	*Colaptes cafer*	B/F	--
*Acorn woodpecker	*Melanerpes formicivorous*	B/F	--
Nuttall's woodpecker	*Picoides nuttallii*	B/F	--
Downy woodpecker	*Picoides pubescens*	B/F	--
Hairy woodpecker	*Picoides villosus*	B/F	--
Tyrannidae			
*Black phoebe	*Sayornis nigricans*	B/F	--
*Western kingbird	*Tyrannus verticalis*	B/F	--
Say's phoebe	*Sayornis saya*	B/F	--
Pacific slope flycatcher	*Empiodonax difficilis*	B/F	--
Ash-throated flycatcher	*Myiarchus cinerascens*	B/F	--
*Cassin's kingbird	*Tyrannus vociferans*	B/F	--
Corvidae			
Common raven	*Corvus corax*	B/F	--
*American crow	*Corvus brachyrhynchos*	B/F	--
*Western scrub jay	*Aphelocoma californica*	B/F	--
Paridae			
*Oak titmouse	*Baeolophus inornatus*	B/F	BCC
Aegithalidae			
*Common bushtit	*Psaltriparus minimus*	B/F	--
Troglodytidae			
Bewick's wren	*Thryomanes bewickii*	B/F	--
House wren	*Troglodytes aedor*	B/F	--
Bombycillidae			
Cedar waxwing	*Bombycilla cedrorum*	F	--
Regulidae			
*Ruby-crowned kinglet	*Regulus calendula*	F	--
Sylviidae			
Wrentit	*Chamaea fasciata*	B/F	--
Turdidae			
American robin	*Turdus migratorius*	B/F	--
Hermit thrush	*Catharus guttatus*	B/F	--
Western bluebird	Sialia mexicana	B/F	--
Sittidae			
White-breasted nuthatch	*Sitta carolinensis*	B-F	--
Mimidae			
Northern mockingbird	*Mimus polyglottos*	B/F	--
California thrasher	*Toxostoma redivivum*	B/F	--

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Vertebrate Animal Species Reported Near the Modoc Road Bike Path Alignment
Santa Barbara County, California

FAMILY Common Name	Scientific Name	Habitat Use(1)	Status(2)
Vireonidae			
Hutton's vireo	*Vireo huttoni*	B/F	--
Sturnidae			
*European starling	*Sturnus vulgaris*	B/F	--
Parulidae			
Townsend's warbler	*Setophaga townsendi*	F	--
Cardinalidae			
Western tanager	*Piranga ludoviciana*	B/F	--
Passerellidae			
Orange-crowned warbler	*Vermivora celata*	B/F	--
*Yellow-rumped warbler	*Dendroica coronata*	F	--
*Common yellowthroat	*Geothlypis trichas*	B/F	--
*White-crowned sparrow	*Zonotrichia leucophrys*	B/F	--
Song sparrow	*Melospiza melodia cooperii*	B/F	--
Lincoln's sparrow	*Melospiza lincolnii*	F	--
Golden-crowned sparrow	*Zonotrichia atricapilla*	F	--
Spotted towhee	*Pipilo maculatus*	B/F	--
*Dark-eyed junco	*Junco hyemalis*	B/F	--
*California towhee	*Melozone crissalis*	B/F	--
*Hooded oriole	*Icterus cucullatus*	B/F	--
Bullock's oriole	*Icterus bullockii*	B/F	--
Fringillidae			
*House finch	*Carpodacus mexicanus*	B/F	--
Lesser goldfinch	*Spinus psaltria*	B/F	--
Passeridae			
House sparrow	*Passer domesticus*	B/F	--
Estrilidae			
Scaly-breasted munia	*Lonchura punctulata*	B/F	--
MAMMALS			
Geomyidae			
*Botta's pocket gopher	*Thomomys bottae*	B/F	--
Canidae			
*Coyote	*Canis latrans*	B/F	--
Felidae			
Bobcat	*Lynx rufus*	B/F	--
Sciuridae			
*California ground squirrel	*Spermophilus beecheyi*	B/F	--
Talpidae			
*Broad-footed mole	*Scapanus latimanus*	B/F	--

Appendix B

Vertebrate Animal Species Reported Near the Modoc Road Bike Path Alignment
Santa Barbara County, California

FAMILY Common Name	Scientific Name	Habitat Use(1)	 Status(2)
Leporidae			
Audubon's cottontail	*Sylvilagus audubonii*	B/F	--
*Brush rabbit	*Sylvilagus bachmanii*	B/F	--

* Observed during field surveys of the bike path alignment

(1) Habitat Use
- B= Breeding
- F= Foraging

(2) Status
- CSC= California Species of Special Concern (CDFW)
- WL= Watch List (CDFW)
- BCC=Birds of Conservation Concern (USFWS)

Fish nomenclature based on Swift et al. (1993)
Amphibian and reptile nomenclature based upon Jensen (1983)
Bird nomenclature based upon American Ornithologists Union (2020)
Mammal nomenclature based upon Hall (1981)