Draft

San Jose Creek Multipurpose Path Project

Initial Study/Mitigated Negative Declaration

June 2022

Prepared By:
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City of Goleta
Initial Study and
Proposed Mitigated Negative Declaration
June 2022

1 PROJECT TITLE

San Jose Creek Multipurpose Path Project

2 LEAD AGENCY NAME AND ADDRESS

City of Goleta
Planning and Environmental Review Department
130 Cremona Drive, Suite B
Goleta, CA 93117

3 CONTACT PERSONS AND PHONE NUMBER

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4 APPLICANT AND AGENT

City of Goleta
Public Works Department
130 Cremona Drive, Suite B
Goleta, CA 93117

5 DISCUSSION OF CEQA AND NEPA

This proposed project is a joint effort between the City of Goleta (City) and the California Department of Transportation (Caltrans) with objectives to serve these agencies as well as surrounding objectives of the County of Santa Barbara (County) and the California Coastal Commission. The City is the lead agency under the California Environmental Quality Act (CEQA). Caltrans, on behalf of the Federal Highway Administration (FHWA), is the lead agency under the National Environmental Policy Act (NEPA).

Discussion of the CEQA IS/MND

The environmental analyses contained in this Initial Study and Proposed Mitigated Negative Declaration (IS/MND) benefit from extensive field studies by Caltrans that were also coordinated with the City. The analyses also address the local, state, and federal regulatory frameworks, due to the multijurisdictional nature of the proposed project.

Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with CEQA and other state laws and regulations. Separate environmental documentation, supporting a Categorical

Exclusion determination, will be prepared in accordance with NEPA. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).

6 PROJECT BACKGROUND AND LOCATION

Background

In 2019 the City was awarded an Active Transportation Grant to design and construct the San Jose Creek Multipurpose Path Project (proposed project). The proposed project consists of two separate segments which tie into existing facilities, as well as other adjacent proposed City Capital Improvement Projects planned for construction in the coming years, and two Caltrans bridge replacement projects, one on State Route (SR) 217 and one on U.S. Route (US) 101. The two segments of the proposed project would provide a continuous path from Calle Real to the Atascadero Creek Bikeway. The two segments of the proposed project are as follows:

- **The Northern Segment (Middle Extent)** – originally called the Middle Extent Segment and now known as the Northern Segment, this is the segment of the San Jose Creek Multipurpose Path Project which extends from Calle Real to Armitos Avenue.
- **The Southern Segment (Southern Extent)** – originally called the Southern Extent Segment and now known as the Southern Segment, this is the segment of the San Jose Creek Multipurpose Path Project which is south of Hollister Avenue. This segment extends south from Kellogg Avenue on the west side of SR 217 to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) on the east side of SR 217.

Location

The proposed project is located in the City of Goleta and Santa Barbara County, California (**Figures 1** and **2**). The proposed project begins at the existing path north of Calle Real and extends south along San Jose Creek to Armitos Avenue, where it connects to Armitos Park and Jonny D. Wallis Neighborhood Park (**Figure 3**). The proposed project picks back up at South Kellogg Avenue on the west side of State Route (SR) 217 and extends south to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) on the east side of SR 217, of which approximately 1,500 feet is within Santa Barbara County (**Figures 4a and 4b**). From approximately Surfrider Way, located north of Thornwood Drive, south to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route), the proposed project is located within the California Coastal Zone (refer to **Figures 2 and 4b**).

Legend

Project Location | Goleta | Coastal Zone Boundary

Dewberry

0 0.75 1.5 3 Miles

Source: ESRI Online Basemap, National Geographic Map, Santa Barbara County Coordinate System NAD 83 State Plane California V F PS 0402 Feet

Notes: This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

Regional Location Map

Figure 1

Legend

- Southern Segment
- Northern Segment
- City of Goleta/Santa Barbara County Line
- Coastal Zone Boundary
- Roads

Dewberry

0 400 800 1,600 Feet

Source: ESRI Online Basemap, World Imagery Map, Santa Barbara County Coordinate System NAD 83 State Plane California V FIPS 0402 Feet
Notes: This map was created for informational and display purposes only.

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

Project Location

Figure 2

096-160-064

069-160-013

069-160-059

071-090-082

071-010-011

071-010-010

071-090-083

071-090-074

071-090-047

071-090-048

071-350-007

071-090-084

Legend

- Project Area - Northern Segment
- Proposed Project Path
- Proposed Retaining Walls
- Potential Staging Area
- Impacted Parcels
- San Jose Creek
- Parcels

Dewberry

N

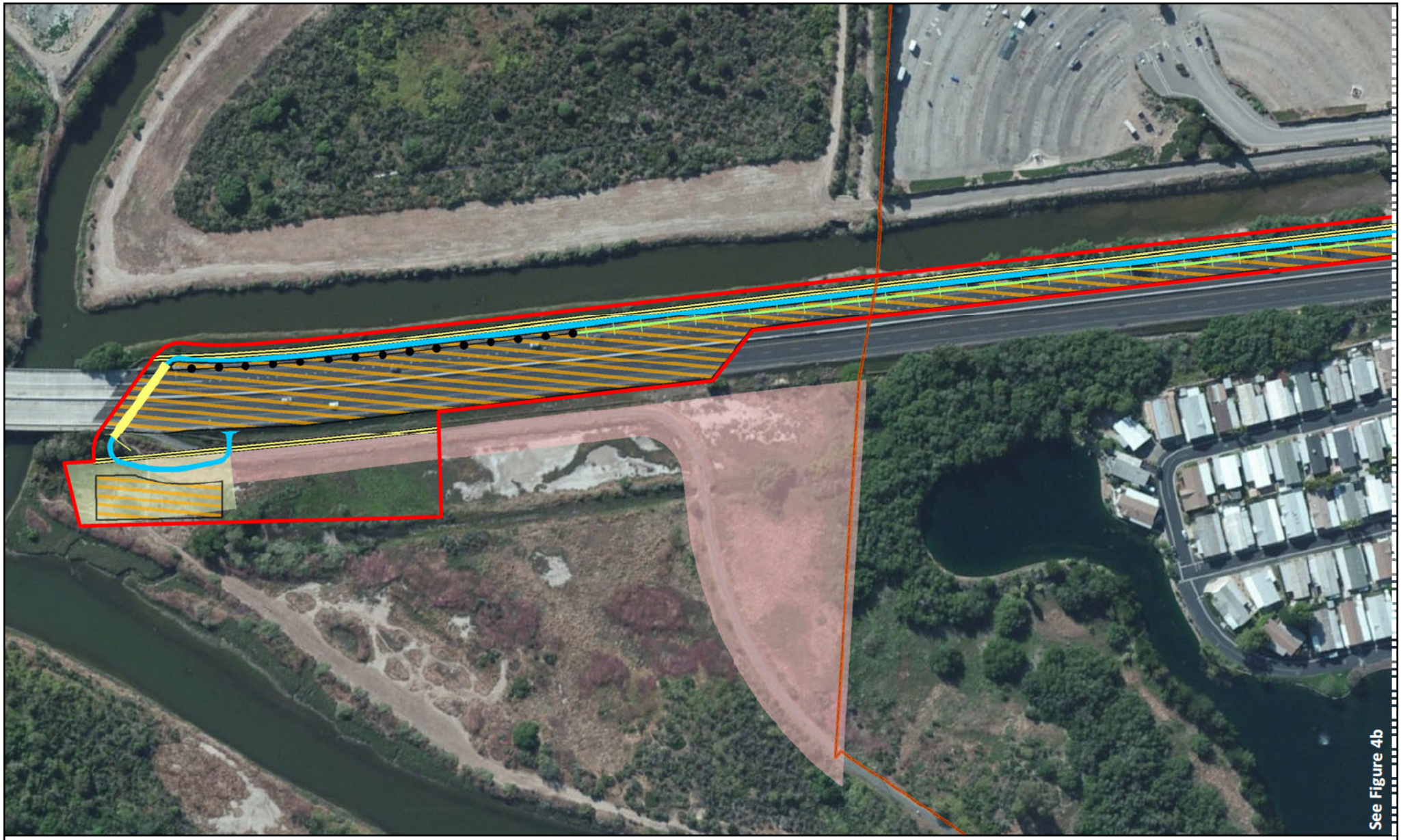
0 50 100 200 Feet

Source ESRI Online Basemap, World Imagery (Clarity);
Coordinate System NAD 83 State Plane California V FIPS 0405 Feet
Notes This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project - Northern Segment
City of Goleta, CA

Project Footprint

Figure 3



Legend

- Project Area - Southern Segment
- Goleta City Boundary
- Proposed Pedestrian Undercrossing
- Proposed Multipurpose Path
- Caltrans ROW and Existing Fence
- Proposed Retaining Walls
- Proposed Concrete Barrier
- Proposed Staging Area
- Temporary Construction Easement
- Atascadero Creek Bikeway Easement

Dewberry

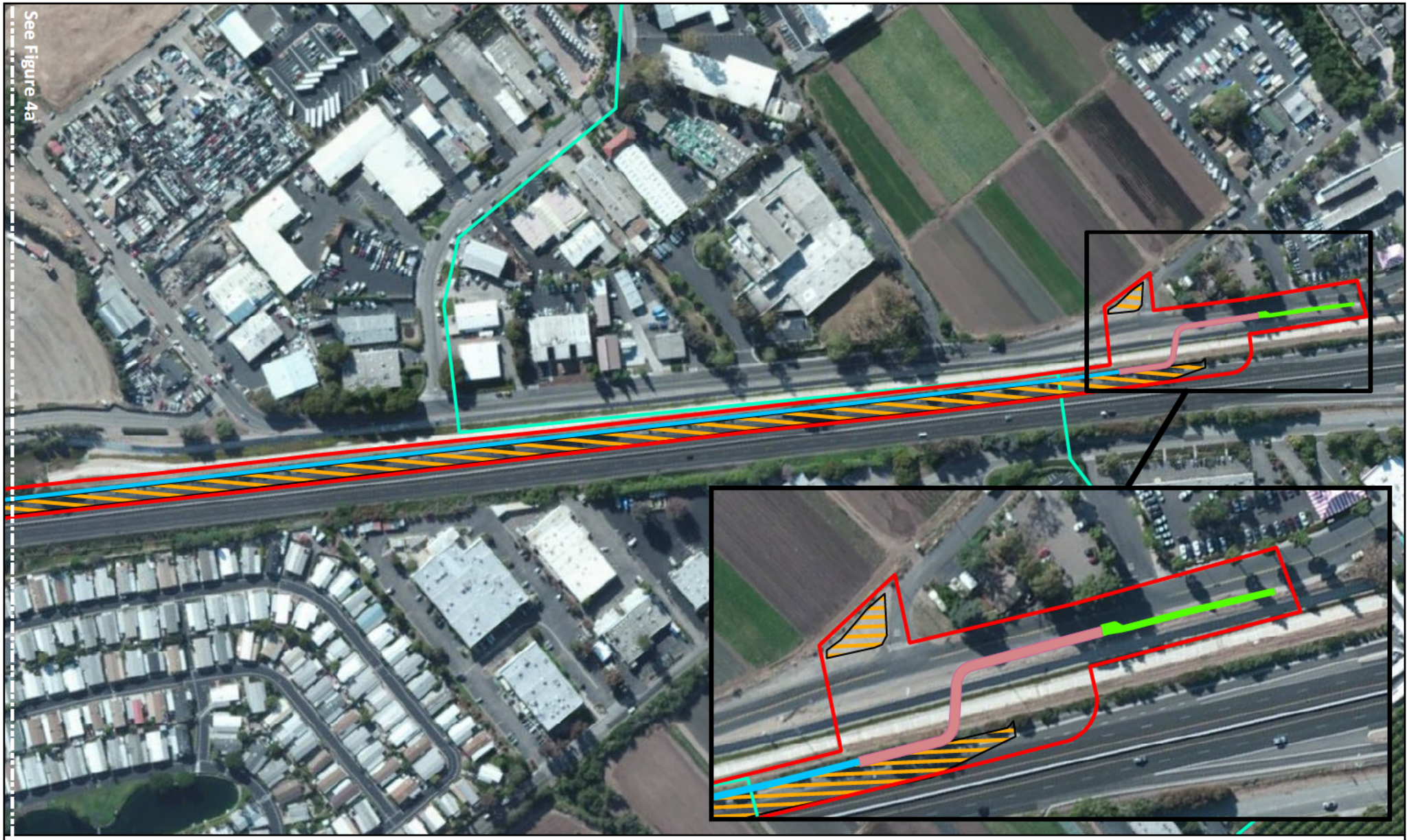
0 90 180 360 Feet

Source ESRI Online Basemap, Aerial Imagery; Coordinate System NAD 83 State Plane California V FIPS 0405 Feet; DHA, 2019
Notes This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project - Southern Segment City of Goleta, CA

Project Details - Box Culvert and Trail

Figure 4a



Legend

- Project Area - Southern Segment
- Coastal Zone Boundary
- Proposed Sidewalk In-Fill
- Proposed Multipurpose Path
- Proposed Bicycle/Pedestrian Bridge
- Proposed Staging Area

Dewberry

0 125 250 500 Feet

Source ESRI Online Basemap, Aerial Imagery; Coordinate System NAD 83 State Plane California V FIPS 0405 Feet; DHA, 2019
Notes This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project - Southern Segment
City of Goleta, CA

Project Details - Pedestrian Bridge and Trail

Figure 4b

7 EXISTING LAND USES

The proposed project would cross under Calle Real, U.S. Route (US) 101, the Union Pacific Railroad (UPRR), and SR 217 northern roadway deck approach and departure ramps for the bridges over San Jose Creek. The proposed project is within the boundaries of the City of Goleta General Plan/Coastal Land Use Plan (City General Plan), the County of Santa Barbara Comprehensive Plan/Local Coastal Plan (County Comprehensive Plan/LCP) and its Eastern Goleta Valley Community Plan (EGVCP), and the Goleta Slough Area Sea Level Rise and Management Plan. As stated above, the proposed project southern segment is located within the California Coastal Zone from approximately Surfrider Way south to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route).

City of Goleta

The City General Plan land use designations surrounding the proposed project (**Figure 5**) include:

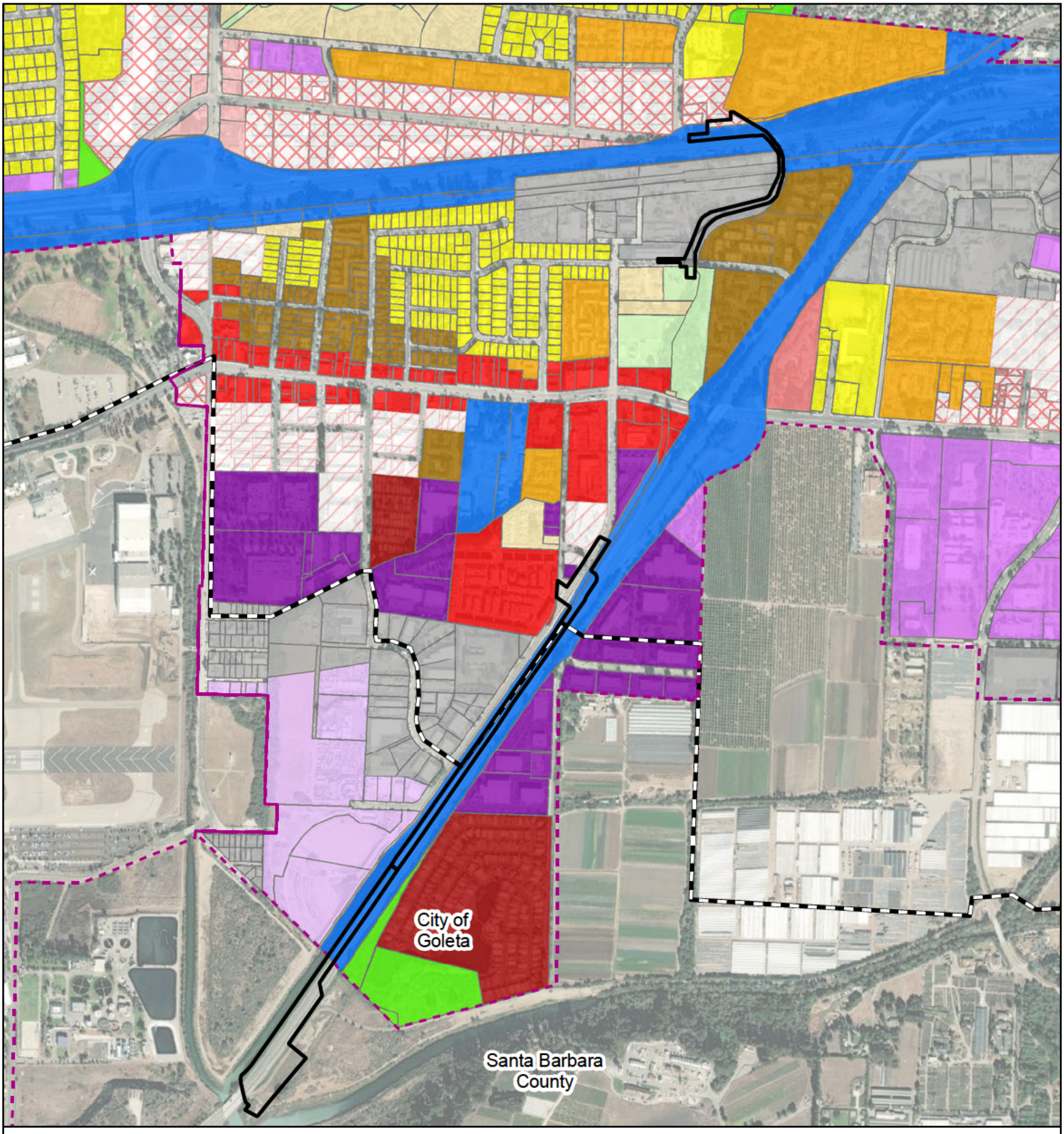
- **Northern Segment** – Medium Density Residential, High Density Residential, Community Commercial, General Industrial, Planned Residential, and Open Space/Active Recreation
- **Southern Segment –** Old Town (commercial), General Commercial, Business Park, Old Town, Service/Industrial, General Industrial, Mobile Home Park, Open Space, and Public/Quasi-Public

The Title 17 City Municipal Code (Zoning Ordinance) classifications surrounding the proposed project (**Figure 6**) include:

- **Northern Segment –** Design Residential (DR) 10, DR-20, DR-25, DR-35, Light Industrial (M-1), Highway Commercial (CH), and Professional and Institutional (Pl).
- **Southern Segment –** BP (Business Park), CG (General Commercial), OT (Old Town), IS (Service Industrial), and IG (General Industrial). The City of Goleta 2020 Zoning Overlay Districts (**Figure 7**) show that portions of the proposed project are within the AD (Airport Environs) overlay for Approach Zone – 1 Mile. The OTH (Old Town Heritage) overlay district is located immediately north and west of the proposed project.

County of Santa Barbara

The County Comprehensive Plan/LCP land use designations surrounding the proposed project include UT (Public Utility) and the County's zone classifications surrounding the proposed project include PU (Public Utility) (**Figure 8**). The portion of the proposed project that is within the County is also located within the EGVCP.



Legend

- Single-Family
- Planned Residential
- Medium Density
- High Density
- Mobile Home Park
- Regional
- Community
- Old Town
- Visitor-serving
- Intersection
- General Commercial
- Business Park
- Office and Institutional
- Service/Industrial
- General Industry
- Agriculture
- Open Space/Passive Recreation
- Open Space/Active Recreation
- Public/Quasi-Public
- Proposed Project Area
- City of Goleta/Santa Barbara
- Coastal Zone Boundary

Dewberry

N

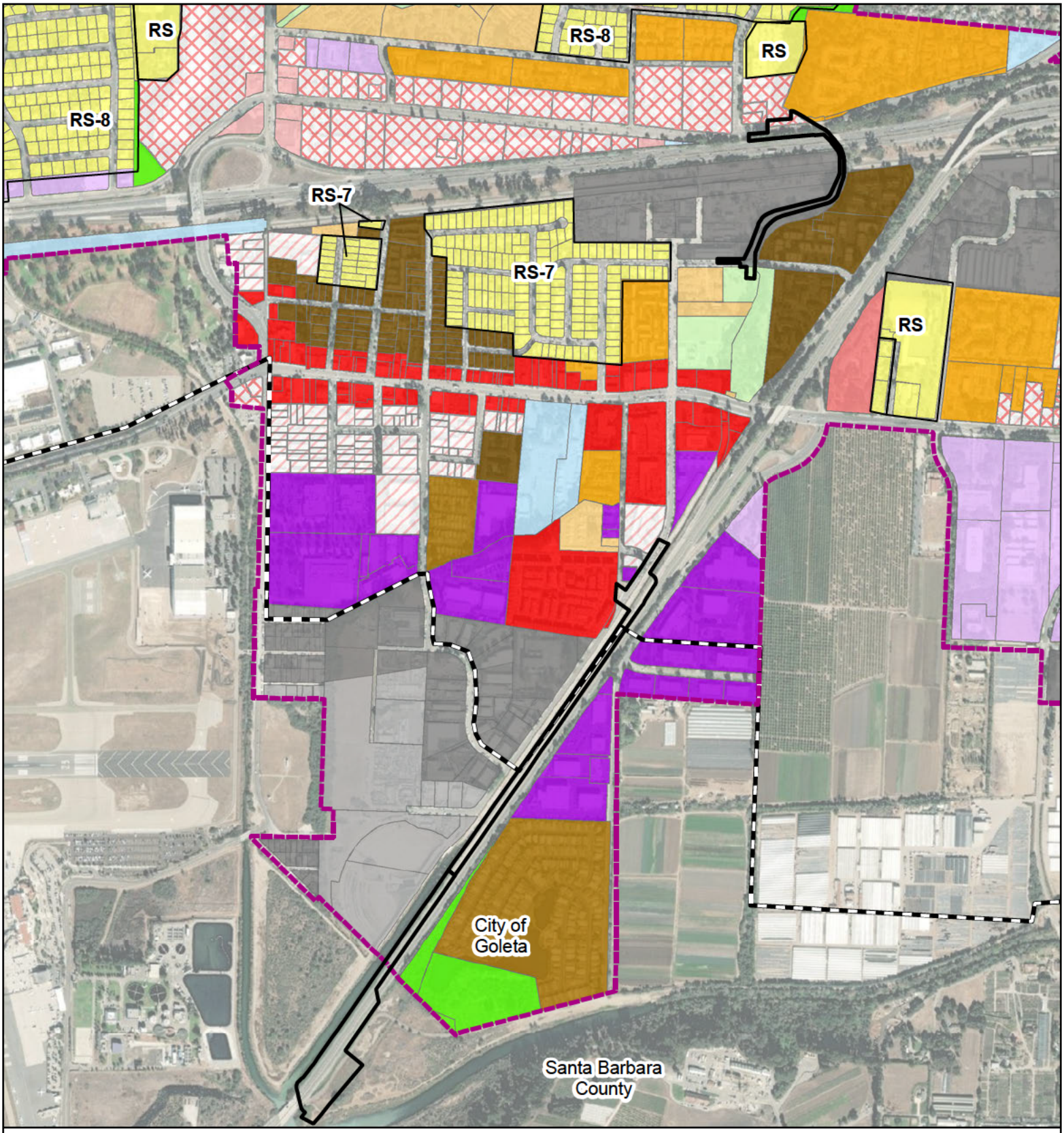
0 500 1,000 Feet

Source: City General Plan Figure 2-1.
ESRI Online Basemap,
World Imagery, Santa Barbara County
Coordinate System NAD 83
State Plane California V FIPS 0402 Feet
Notes: This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

City of Goleta
Land Use Designations

Figure 5



Legend

- RS Single Family Residential
- RP Planned Residen ial
- RM Medium Density Residential
- RH High Density Residential
- RMHP Mobile Home Park
- CR Regional Commercial
- CC Community Commercial
- OT Old Town
- VS Visitor Serving Commercial
- CI Intersection Commercial
- CG General Commercial
- BP Business Park
- OI Office and Institutional
- IS Service Industrial
- IG General Industrial
- PQ Public and Quasi Public
- OSAR Open Space- Active Recreation
- OSPR Open Space - Passive Recreation
- AG
- Proposed Project
- City of Goleta/Santa Barbara County Line
- Coastal Zone Boundary

Dewberry

N

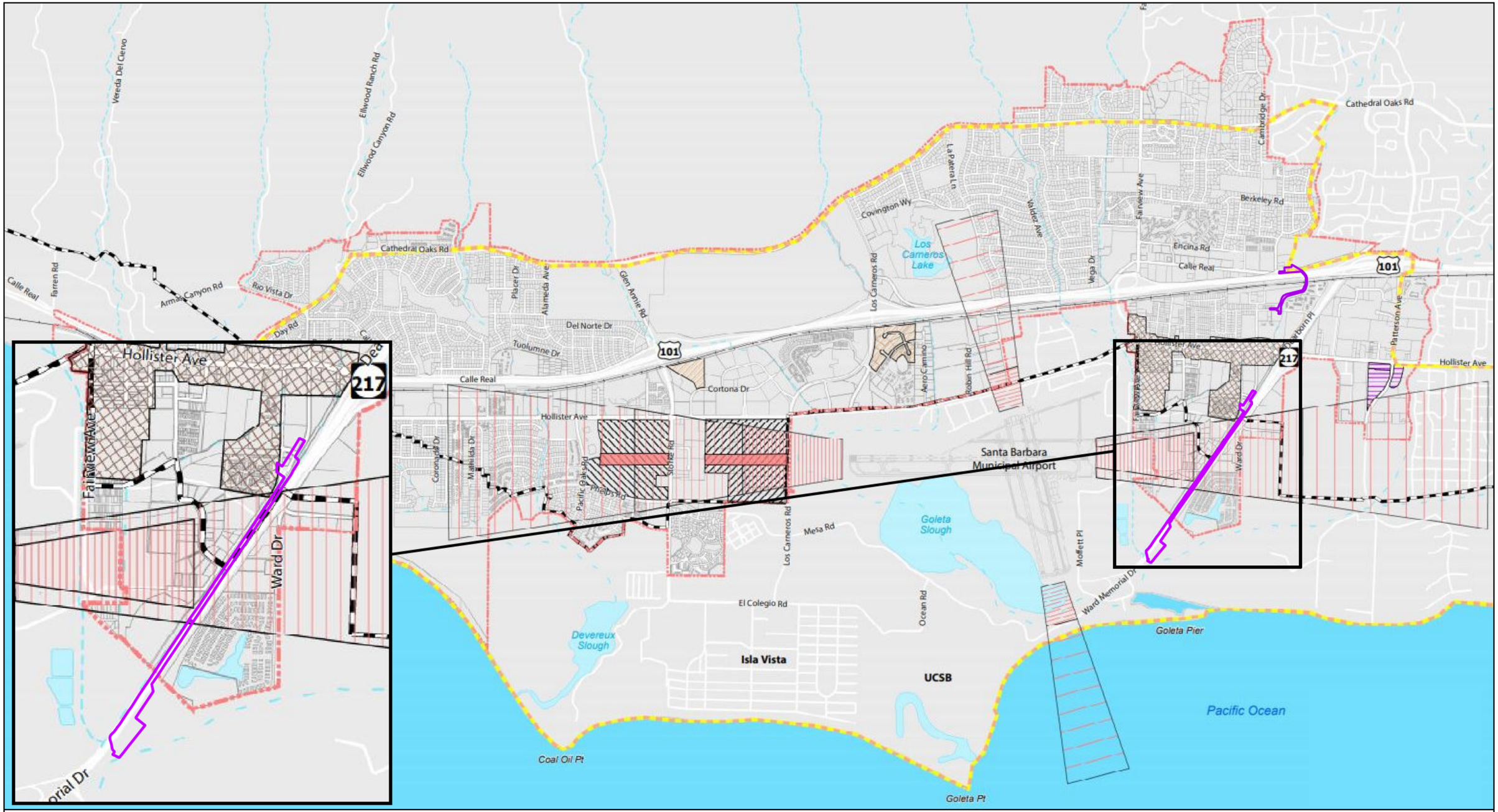
0 500 1,000 Feet

Source: Title 17 City Municipal Code (Zoning Ordinance) Map. ESRI Online Basemap, World Imagery, Santa Barbara County
Coordinate System NAD 83
State Plane California V FIPS 0402 Feet
Notes: This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

City of Goleta Zoning Classifications

Figure 6



-AE Airport Environs
- Clear Zone
- Approach Zone
- Approach Zone - 1 Mile
- Runway 7 Safety Corridor

- AH Affordable Housing
- H Hospital
- OTH Old Town Heritage
- CBPSP Cabrilllo Business Park Specific Plan
- CRMSP Camino Real Marketplace Specific Plan

Other Features
- Airport Influence Area
- Goleta City Boundary
- Coastal Zone Boundary
- Proposed Project Area

Dewberry

N

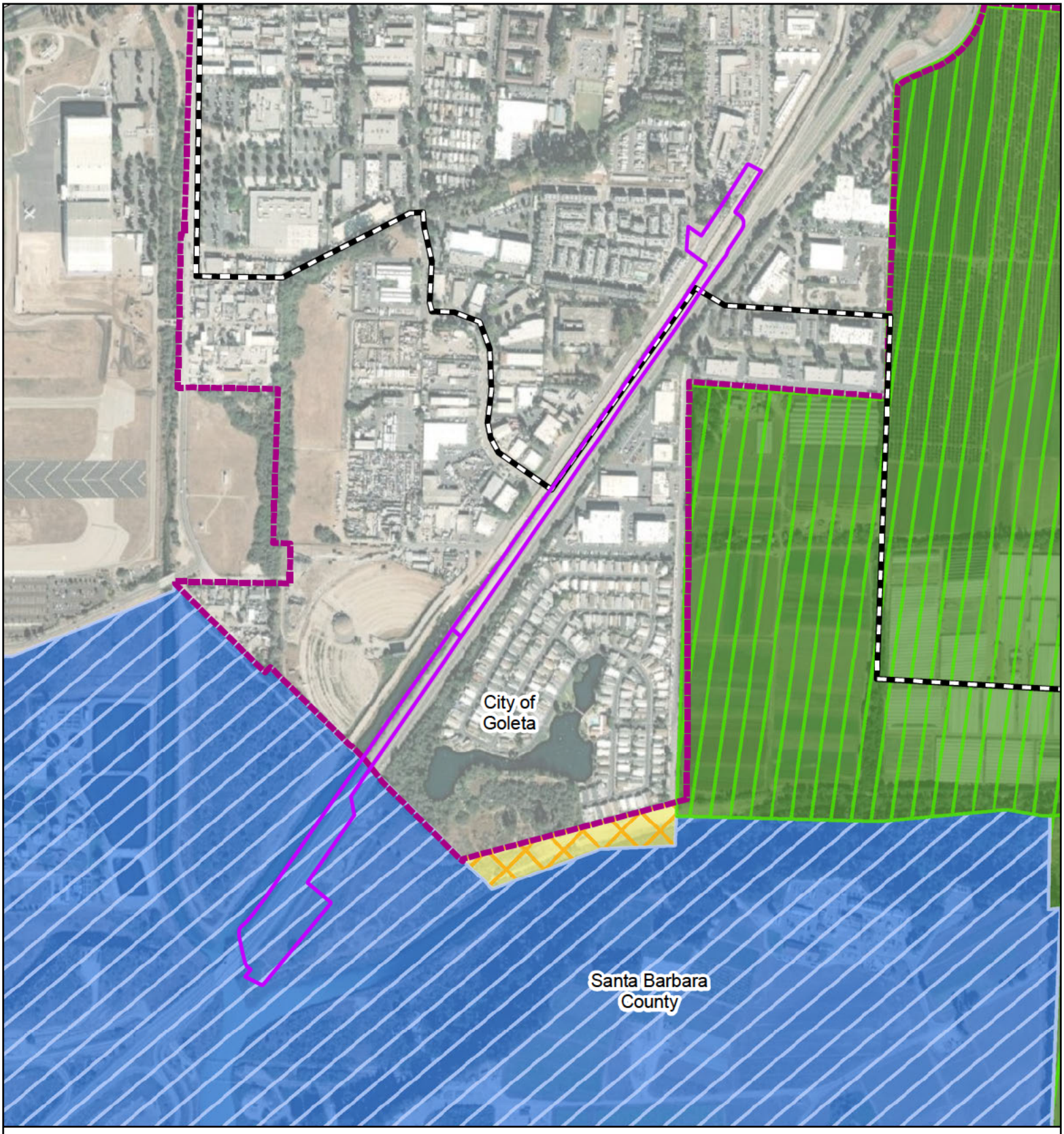
0 0.15 0.3 0.6 Miles

Source: City of Goleta Zoning Overlay Districts.

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

City of Goleta
Zoning Overlay Districts

Figure 7



Zoning Classifications

- Agriculture I
- Recreation
- Utilities and Facilities

Land Use Designations

- Agriculture
- Recreation
- Utility

Boundaries

- Proposed Project Area
- City of Goleta/Santa Barbara County Line
- Coastal Zone Boundary

Dewberry

N

0 375 750 Feet

Source: County Comprehensive Plan/LCP Land Use Map, County Zoning Map, EGVCP Land Use and Zoning Map. ESRI Online Basemap, World Imagery, Santa Barbara County Coordinate System NAD 83 State Plane California V FIPS 0402 Ft
Notes: This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

Santa Barbara County Land Use Designations and Zoning Classifications

Figure 8

California Coastal Zone

The proposed project northern segment is located outside the California Coastal Zone boundaries. The proposed project southern segment is partially located within the California Coastal Zone boundaries, from approximately Surfrider Way, north of Thornwood Drive, south to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) (refer to **Figures 4a and 4b**).

8 PROJECT PURPOSE[1] AND NEED

The purpose of the proposed project is to:

- Complete two important path segments for a continuous and safe link in the regional active transportation network from Calle Real to the Atascadero Creek Bikeway (Obern Trail/Coast Route).

The proposed project is needed to:

- Improve deficiencies and provide continuous connectivity in the active transportation network (access to parks, recreation, employment, education, and shopping) identified by the Old Town community, the County of Santa Barbara, and the City of Goleta;
- Improve access for pedestrians and bicycle traffic between residential areas south of US 101 and schools north of US 101; and
- Improve access for pedestrians and bicycle traffic north and south of Hollister Avenue, and east and west of SR 217.

9 PROJECT DESCRIPTION

The proposed project has two segments: northern segment and southern segment. The northern segment would extend from the existing bicycle and pedestrian facilities adjacent to Calle Real and head south adjacent to the west side of San Jose Creek to Armitos Avenue. The northern segment of the proposed project would primarily be within City right-of-way; however, it would cross into existing Caltrans and UPRR rights-of-way and would encroach into various adjacent parcels, at their frontage with San Jose Creek.

The southern segment of the proposed project would be located from the existing facilities (Class III bicycle lanes and sidewalks) on South Kellogg Avenue, continue between the southern/eastern bank of San Jose Creek, outside the top of bank and the active channel of San Jose Creek, and the SR 217 Southbound shoulder, and ultimately connect to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). The southern segment would cross over the San Jose Creek channel on the north end (northern terminus) and would cross under SR 217 on the south end (southern terminus). The

[1] CEQA requires that the project meet "project objectives", while NEPA requires that a project demonstrate a "purpose and need". These are similar in nature. Therefore, to stay consistent with engineering documents, specifically the Project Report, this IS/MND uses the term "purpose and need" in place of the "project objectives."

southern segment of the proposed project would primarily be within the existing California Department of Transportation (Caltrans) right-of-way and would encroach into approximately 10,600 square feet of three adjacent parcels. Work would be outside the top of bank and the active channel of San Jose Creek.

Northern Segment

The northern segment of the proposed project would construct a paved multipurpose path approximately 2,400 feet in length and ranging from 10 to 14 feet in width, with the path of travel ranging from 8 to 10 feet wide and shoulders ranging from no shoulder to 2 feet wide on each side. The maximum excavation depth for the proposed project would be approximately 8 feet for the retaining walls with spread footing foundations, while the drilled holes for the steel soldier pile foundations for the proposed steel soldier pile wall would be up to 40 feet in depth.

The majority of the proposed improvements would take place on the west side of San Jose Creek, within the floodplain but outside of the active channel. It is anticipated that approximately 680 feet of the proposed project's northern segment would be constructed within the existing San Jose Creek bank, which would occur where the proposed project crosses under the UPRR, US 101, and Calle Real bridges. A protective steel mesh cover has been constructed by UPRR on each side of the UPRR trestle bridge; however, additional railroad ties would be added to close any gaps between existing ties to avoid items dropping onto the path.

There are 15 sections of retaining walls proposed throughout the length of the northern segment. The retaining walls range from 4 feet to 12 feet in height, with foundation types varying from spread footings ranging from 6 to 8 feet in depth to drilled hole steel soldier pile foundations ranging from 35 to 40 feet in depth. The optional Calle Real north leg connection would have an additional 5 retaining walls that range from 6 feet to 20 feet in height. **Table 1** provides details regarding each retaining wall section.

Table 1. Retaining Wall Dimensions – Northern Segment

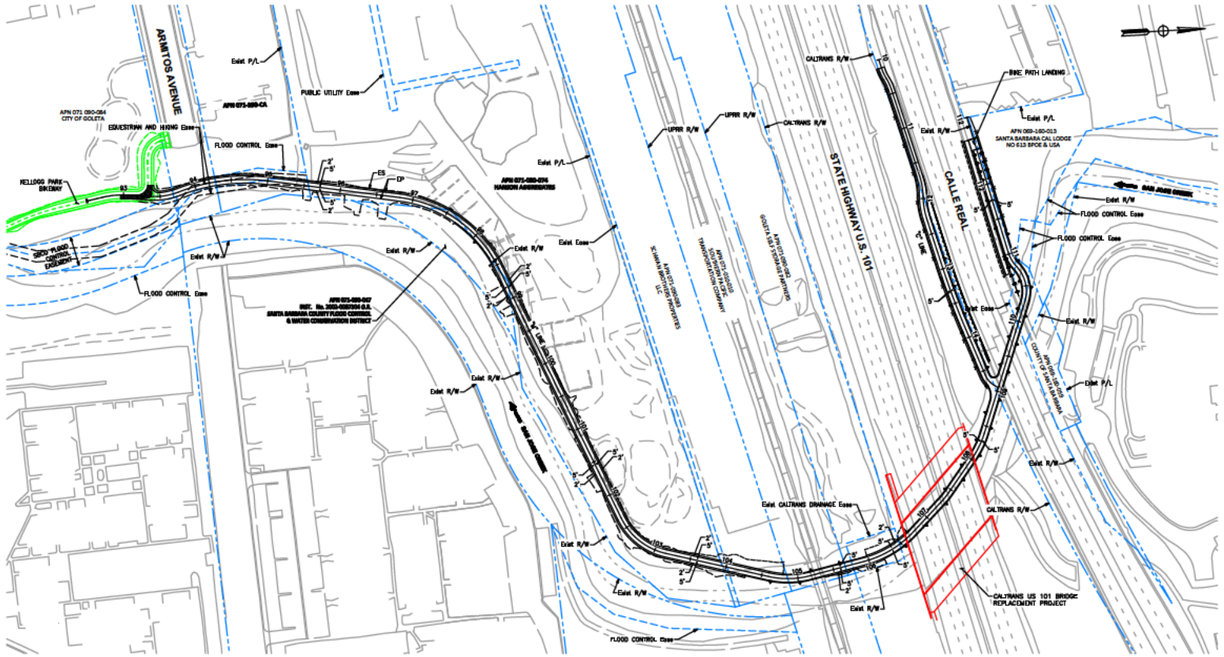
Retaining Wall Section	Height	Length
1	6	76.8
2	4-6	90.3
3	6	53.9
4	6	63.7
5	6	27.0
6	6	197.0
7	10-12	207.8
8	6	34.2
9	10	21.9
10	6	83.0
11	6	61.7
12	4	16.0
13	6-10	122.0
14	6-10	144.9
15	10	24.8

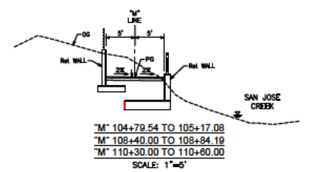
Retaining Wall Section	Height	Length
Optional		
16	6	106.8
17	6	27.0
18	6	33.7
19	10-20	140.4
20	10-20	117.7

The proposed improvements include construction of sections of path on both the north side and south side of Calle Real tying into the existing sidewalk and Class II bicycle lanes. The improvements at Calle Real include the reconstruction of a segment of the existing sidewalk on the north side of Calle Real at the multipurpose path tie-in and include retaining walls and concrete barriers. The portion of the northern segment tying into the south side of Calle Real would be located between the Calle Real and the Caltrans right-of-way at US 101. Within this segment, it is anticipated that the existing guard rail, attached to the existing Calle Real Bridge, would need to be extended west within the proposed project limits. The northern segment would relocate four existing streetlights near the tie in of the northern segment at Calle Real.

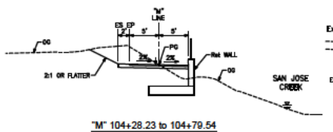
The proposed project would perpetuate existing drainage patterns. Refer to **Figure 9** for a graphical representation. The northern segment would relocate one existing storm drain located on the north side of Calle Real. Parcels adjacent to the creek on the west side drain, by sheet flow or culverts outletting, to the east into San Jose Creek. Any existing culverts would be accommodated and where necessary extended across and under the trail to the creek to maintain existing drainage flows. In locations where fill retaining walls are proposed adjacent to the trail, sheet flows would be captured along the back of the retaining walls and piped under the trail. This would require the use of new outlets to the creek. New or reconstructed outlets to the creek would consist of a flared end sections with rock slope protection, if needed, to spread out the flows and prevent erosion.

There are two proposed staging areas for the proposed project. The first is at the south end of the project site at the end of Armitos Avenue. A second possible staging area is at the north end of the project, near where the proposed project crosses under Calle Real. During construction along Calle Real, temporary lane and shoulder closures would be required to construct the proposed project. Temporary disturbance areas in addition to the staging areas would include areas required for equipment access and staging outside of the permanent footprint of the multipurpose path; however, these areas are within the project study limits. A Construction/Traffic Handling Plan and Standard Emergency Access Plan would be included in the final design to clarify how project components can be constructed to minimize impacts to the existing transportation network.

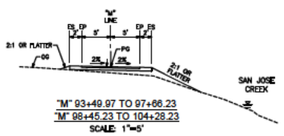




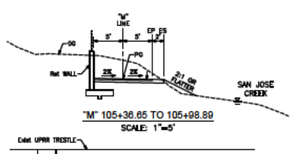
"M" 104+79.54 TO 105+17.08
"M" 108+40.00 TO 108+84.19
"M" 110+30.00 TO 110+60.00
SCALE: 1"=5'



"M" 104+28.23 to 104+79.54
"M" 106+20.00 TO 106+66.54
SCALE: 1"=5'



"M" 93+49.97 TO 97+66.23
"M" 98+45.23 TO 104+28.23
SCALE: 1"=5'



"M" 105+36.65 TO 105+98.89
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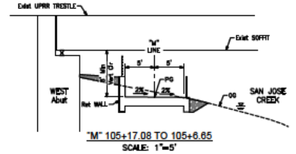

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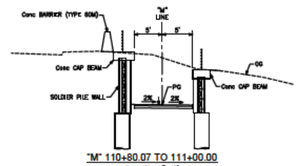

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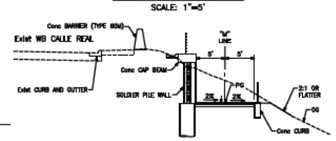

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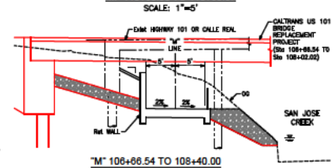

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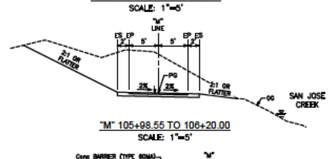

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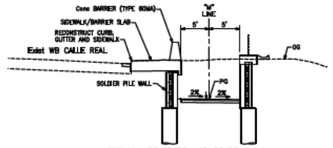

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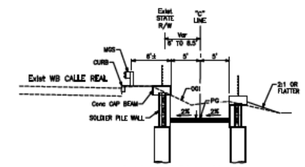

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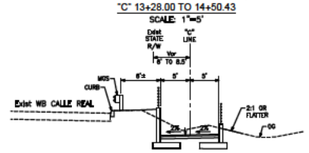

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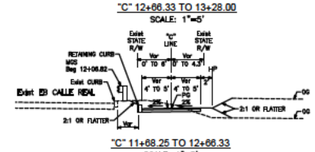

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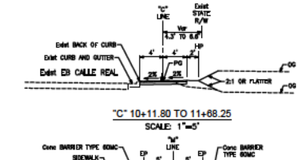

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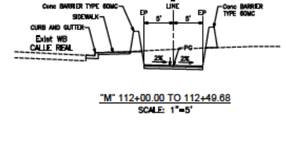


"M" 112+00.00 TO 112+49.68
SCALE: 1"=5'

LEGEND:

- RIGHT OF WAY
- EASEMENT
- PROPOSED CONCRETE BARRIER
- PROPOSED RETAINING WALL
- CUT
- FILL
- PROPOSED HOLLISTER/ KELLOGG PARK IMPROVEMENTS
- CALTRANS ROUTE 101 BRIDGE REPLACEMENT PROJECT

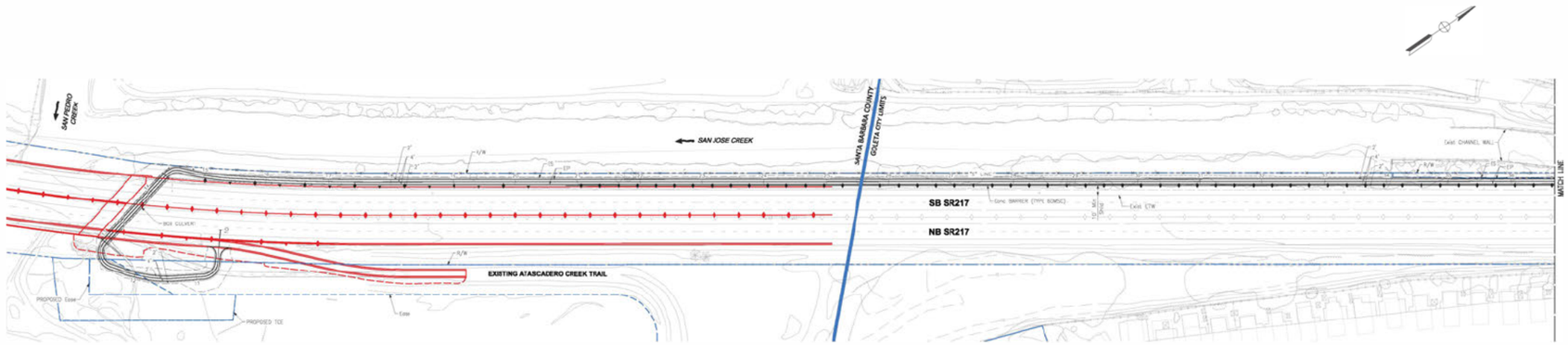
Dewberry

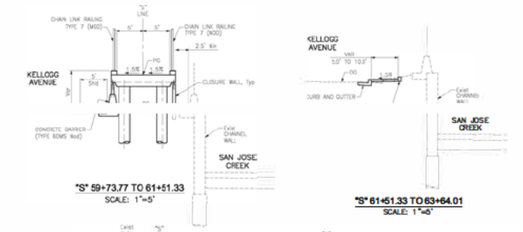
San Jose Creek Multipurpose Path Project City of Goleta, Santa Barbara County, CA	Proposed Project Northern Segment Plan	Figure 9

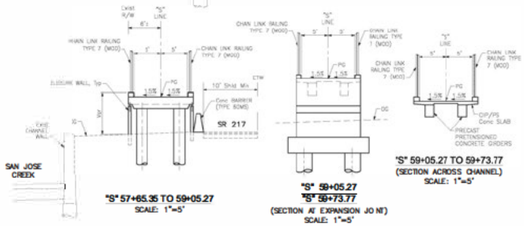
Southern Segment

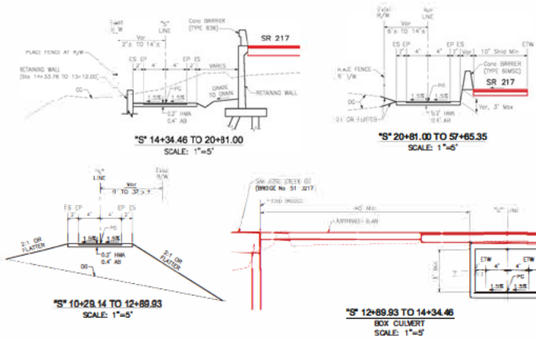
The southern segment of the proposed project would construct a multipurpose path approximately 1 mile in length and ranging from 8 to 12 feet wide, shoulders ranging from no shoulder to 2 feet wide, and a 2-foot concrete barrier and bicycle/pedestrian rail to separate the multipurpose path from SR 217. The proposed project would perpetuate existing drainage patterns. A bicycle/pedestrian bridge would be constructed at the north end of the proposed project to provide access from South Kellogg Avenue over the San Jose Creek channel. The proposed multipurpose path bridge would be approximately 350 feet long and 12 feet wide to accommodate a 5-foot-lane in each direction and chain link railing on each side. The bridge would be constructed on cast-in-drilled-hole (CIDH) piles to an approximate depth of 50 feet; while no work is anticipated within the top of bank and the active channel of San Jose Creek, areas containing ground water may be encountered. At the south end of the project site, a proposed box culvert would be constructed to provide access under SR 217, a minimum of 40 feet north of the SR 217 end of bridge, before connecting the proposed project to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). The proposed box culvert would have minimum 8-foot vertical clearance and 14-foot width, with a length of approximately 144 feet. The culvert would potentially be constructed on driven steel pipe pile foundations to an approximate depth of 50 feet. Approximately 38 16-inch-diameter piles would be installed for the culvert. While no work is anticipated within the top of bank and the active channel of San Jose Creek, areas containing groundwater may be encountered.

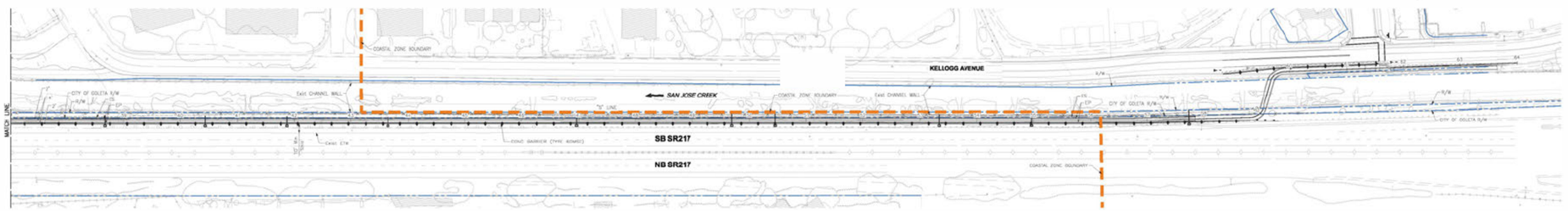
A retaining wall is proposed between the proposed project and SR 217, near the San Jose Creek and San Pedro Creek confluence. This retaining wall would be located outside of the top of bank for San Jose Creek, approximately 39 feet behind the existing abutment of the SR 217 bridge. This retaining wall would be approximately 1,067 feet in length and range in height from 6 to 12 feet. Due to partially liquefiable soils, it would be constructed on driven steel pipe pile foundations to an approximate depth of 50 feet. Approximately 123 14-inch diameter piles would be installed for the retaining wall. While no work is anticipated within the top of bank and the active channel of San Jose Creek, areas containing ground water may be encountered. CIDH piles would be used in areas within 30 feet of the active San Jose Creek channel. The maximum excavation depth for the proposed project would be approximately 12 feet from existing ground at the culvert location. Work would not occur within the top of bank and the active channel of San Jose Creek. Solar lighting would be used through the box culvert crossing under SR 217 north of the bridge. Refer to **Figure 10** for a graphical representation.











LEGEND:

- RIGHT-OF-WAY
- PROPOSED EASEMENT
- PROPOSED TCE
- PROPOSED CONCRETE BARRIER
- PROPOSED RETAINING WALL
- PROPOSED FENCE
- CALTRANS SAN JOSE CREEK BRIDGE REPLACEMENT IMPROVEMENTS
- MHHW LINE
- COASTAL ZONE BOUNDARY

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San Jose Creek Multipurpose Path Project City of Goleta, Santa Barbara County, CA	Proposed Project Southern Segment Plan	Figure 10

The construction of the proposed project would require partial road closures along SR 217. In order to construct the southern segment that parallels SR 217, the shoulder and second lane of southbound SR 217 would be closed between Hollister Avenue and the SR 217 bridge. Culvert construction would be staged in order to access and construct the culvert area from SR 217. Therefore, staged construction would be required, shifting traffic from one side of SR 217 to the other. This would avoid a complete closure of SR 217 by being coordinated through a Staged Construction/Traffic Handling Plan. Potential staging areas include the open area surrounding the southern conform of the proposed project as well as the unoccupied area at the intersection of South Kellogg Avenue and Kellogg Way in the north end of the project site. Temporary disturbance areas in addition to the staging areas would include areas required for equipment access and staging outside of the permanent footprint of the multipurpose path; however, these areas are within the project study limits. A Staged Construction/Traffic Handling Plan and Standard Emergency Access Plan would be included in the final design to clarify how the proposed project's southern segment components can be constructed to accommodate traffic on the existing transportation network.

Utility Relocation

The majority of the proposed project would be constructed along the existing San Jose Creek where there are no known existing utilities; however, the proposed project would relocate four existing streetlights located near the tie in of the proposed project at Calle Real and one existing storm drain located on the north side of Calle Real. In addition, there are various existing utilities within the proposed project limits which would be protected in place.

The utilities within the southern segment of the proposed project area include storm drain, gas lines, water lines, and overhead electric and telecommunications cables, which all cross SR 217. Near South Kellogg Avenue, overhead electric and telecommunications cables, along with a high-pressure gas line and an abandoned 24-inch storm drain, cross SR 217. As the proposed project moves further towards the south end, there is a 2-inch water line, a 15-inch and 30-inch sewer line and an abandoned 24-inch storm drain crossing under SR 217. Located further south is another electric overhead line, a 2-inch abandoned gas line, and a 24-inch storm drain with four inlets. Typical depths range between 3 to 8 feet; however, the exact depths of the underground utilities are currently unknown. These utilities are anticipated to be protected in place and would not require either temporary or permanent relocation.

Right-of-Way Acquisitions

Northern Segment

The proposed project northern segment would be constructed primarily within the existing City, UPRR, and Caltrans rights-of-way. Partial right-of-way acquisition would occur throughout the project site, at APN 071-035-CA, APN 071-090-048, APN 071-090-047, APN 071-090-074, APN 071-090-083, APN 071-010-010, APN 071-090-082, and APN 069-160-013; refer to **Table 2** and **Figure 11,** for acquisitions, easements, and temporary

construction easement requirements. There would be no full parcel acquisition as a result of the proposed project.

Table 2. Right-of-Way Requirements – Northern Segment

APN	Parcel Acreage	Acquisition		Temporary Construction Easement		Easement	
	Acres	Square Feet (Acres)	Percent of Total Area	Square Feet (Acres)	Percent of Total Area	Square Feet (Acres)	Percent of Total Area
071-035-CA	1.55	0	0	0	0	2,326 (0.05)	3.2 %
071-090-048	1.3	0	0	0	0	2,118 (0.05)	3.8 %
071-090-047	0.20	0	0	0	0	7,431 (0.17)	85%
071-090-074	5.73	31,808 (0.73)	12.7%	0	0	0	0
071-090-083	2.12	5,029 (0.12)	5.7%	0	0	0	0
071-010-010	2.97	2,484 (0.07)	2.4%	825 (0.02)	0.7%	0	0
071-090-082	2.06	2,923 (0.07)	3.4%	539 (0.01)	0.5%	0	0
069-160-013	6.48	2,214 (0.05)	0.8%	0	0	329 (0.01)	0.15%

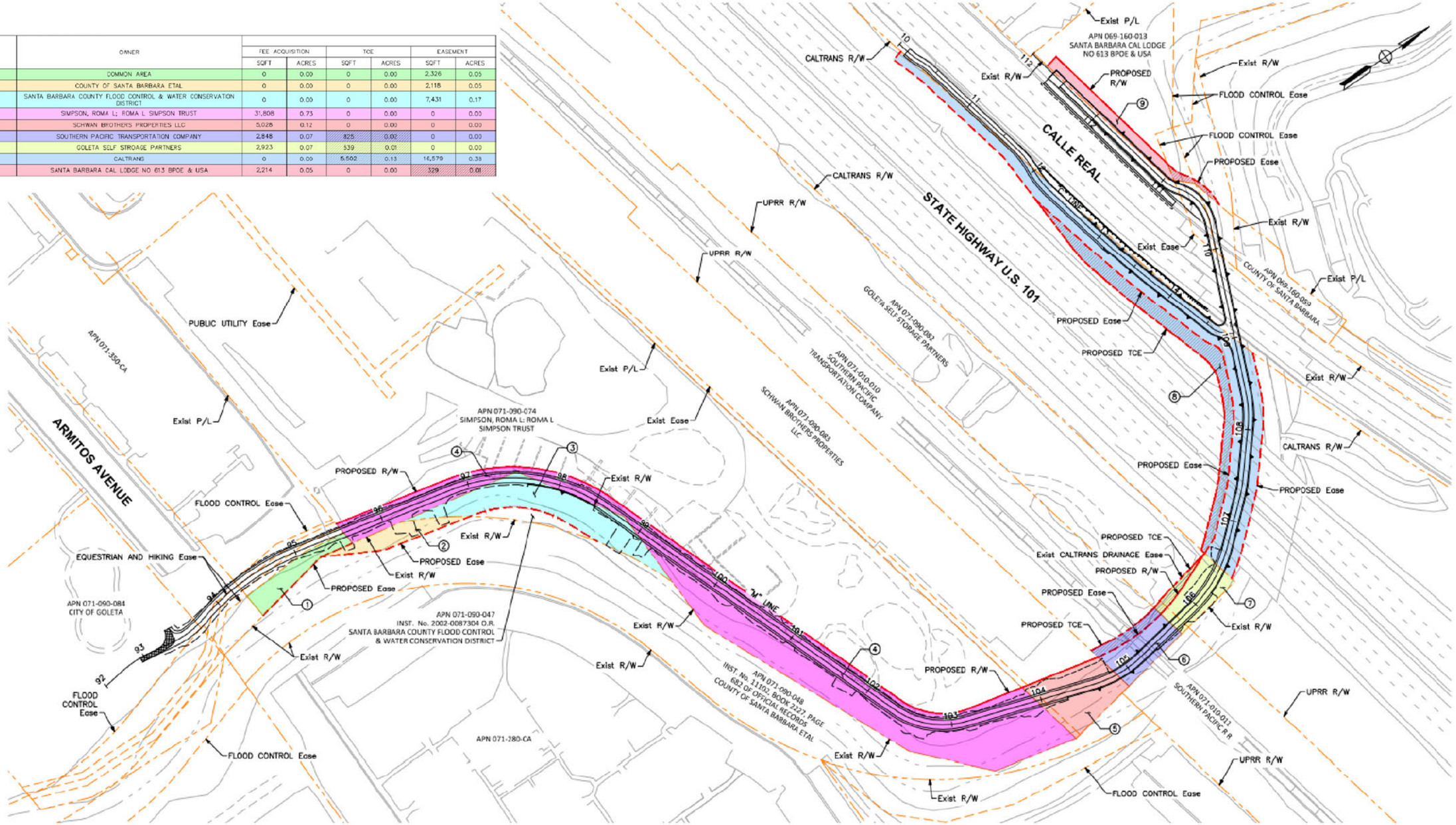
Southern Segment

The proposed project southern segment would be constructed primarily within the existing City and Caltrans rights-of-way. In addition, approximately 1,500 feet of the southern portion of the proposed project is located in the County of Santa Barbara right-of-way. Temporary construction easements and permanent easements would be required as outlined in **Table 3** and depicted on **Figure 12**. There would be no full parcel acquisition as a result of the proposed project.

Table 3. Right-of-Way Requirements – Southern Segment

APN	Parcel Acreage	Temporary Construction Easement		Easement	
	Acres	Square Feet (Acres)	Percent of Total Area	Square Feet (Acres)	Percent of Total Area
071-200-011	24.8	15,063 (0.35)	1.4%	4,829 (0.11)	0.4%
071-140-055	0.10	0	0	3,360 (0.08)	80%

#	APN	OWNER	FEE ACQUISITION		TCE		EASEMENT	
			SQFT	ACRES	SQFT	ACRES	SQFT	ACRES
①	071-035-CA	COMMON AREA	0	0.00	0	0.00	2,326	0.05
②	071-090-048	COUNTY OF SANTA BARBARA ETAL	0	0.00	0	0.00	2,118	0.05
③	071-090-047	SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT	0	0.00	0	0.00	7,431	0.17
④	071-090-074	SIMPSON, ROMA L; ROMA L SIMPSON TRUST	31,808	0.73	0	0.00	0	0.00
⑤	071-090-053	SCHWAN BROTHERS PROPERTIES LLC	5,026	0.12	0	0.00	0	0.00
⑥	071-010-010	SOUTHERN PACIFIC TRANSPORTATION COMPANY	2,848	0.07	825	0.02	0	0.00
⑦	071-090-082	GOLETA SELF STROAGE PARTNERS	2,923	0.07	539	0.01	0	0.00
⑧		CALTRANS	0	0.00	5,502	0.13	16,579	0.38
⑨	069-160-013	SANTA BARBARA CAL LODGE NO 613 BPOE & USA	2,214	0.05	0	0.00	329	0.01



LEGEND:

- EXISTING EASEMENT
- EXISTING RIGHT OF WAY OR PROPERTY LINE
- PROPOSED EASEMENT
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED RIGHT OF WAY

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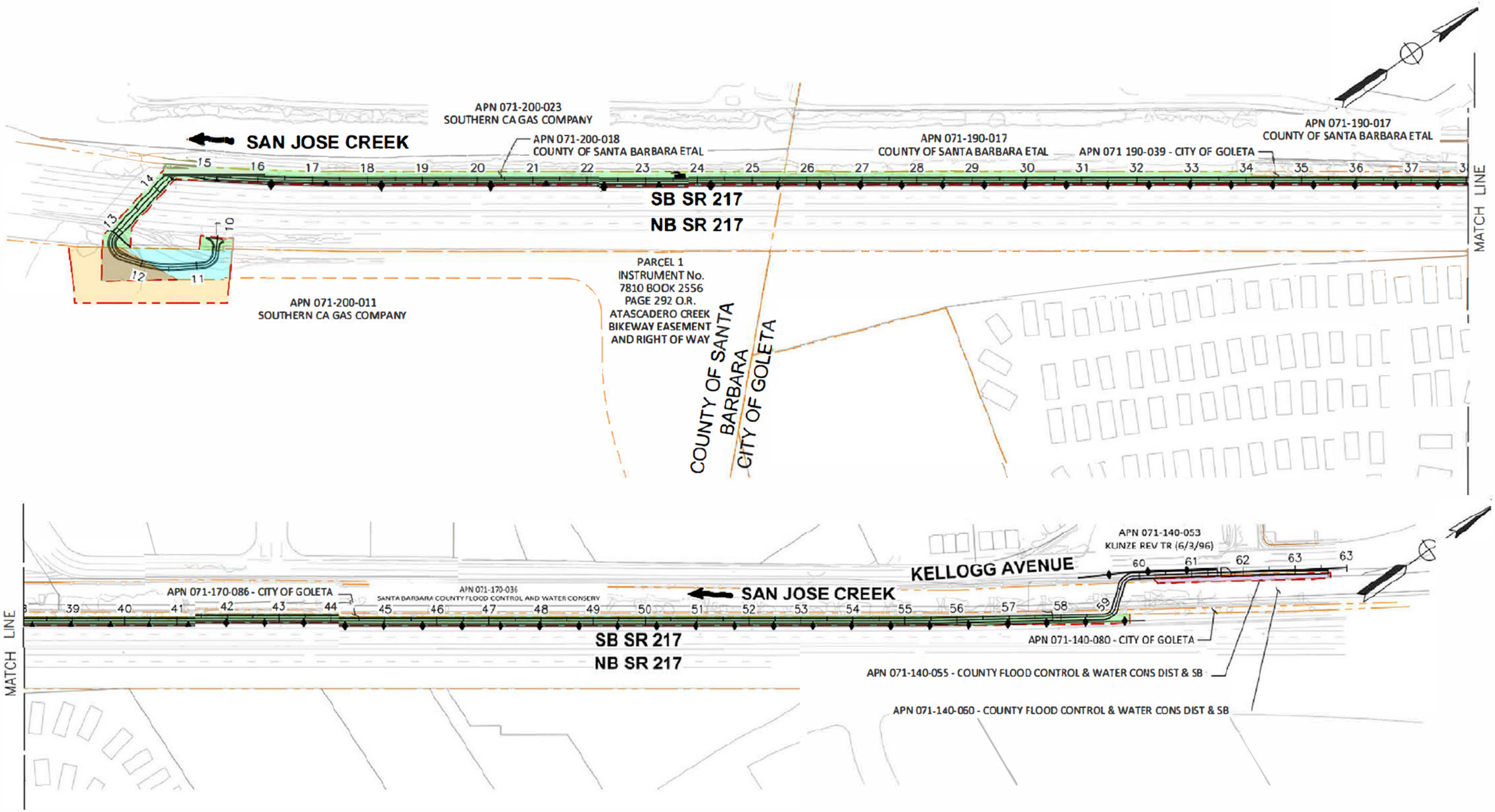
San Jose Creek Multipurpose Path Project City of Goleta, Santa Barbara County, CA	Right-of-Way Requirements Northern Segment	Figure 11



LEGEND:

- EXISTING EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED EASEMENT
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT
- PROPOSED RIGHT OF WAY

#	APN	OWNER	FEE ACQUISITION		TCE		EASEMENT	
			SQFT	ACRES	SQFT	ACRES	SQFT	ACRES
①		CALTRANS	0	0.00	0	0.00	77,359	1.78
②	071-200-011	SOUTHERN CA GAS COMPANY	0	0.00	15,063	0.35	4,829	0.11
③		ATASCADERO CREEK BIKEWAY EASEMENT AND RIGHT OF WAY	0	0.00	8,212	0.19	0	0.00
④	071-140-055	COUNTY FLOOD CONTROL & WATER CONS DIST & SB	0	0.00	0	0.00	3,360	0.08

Dewberry

San Jose Creek Multipurpose
Path Project
City of Goleta, Santa Barbara County, CA

Right-of-Way Requirements
Southern Segment

Figure
12

Construction Activities

Construction would consist of the following activities in the general order detailed below.

Clearing and Grubbing

Portions of trees, bushes, and landscaping in conflict with new construction would be removed. Up to 82 trees would be removed within the proposed project northern segment. The areas around the project site would be cleared of vegetation and fencing, if necessary, to gain access. All work would be within the approved project limits of disturbance.

General Demolition

Where the proposed project ties into Calle Real, the existing multipurpose path on the south side of Armitos Avenue, the existing sidewalk at South Kellogg Avenue, and at the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) on the southern end, existing concrete and asphalt to be removed would be demolished and properly disposed of offsite. Heavy equipment would be required to demolish and remove such features. Drainage features would be protected from contamination, and all debris generated by the demolition would be removed from the site.

General Construction

Construction of the proposed retaining walls, curbs, gutters, sidewalks, barriers, drainage inlets, drainage culverts, bicycle/pedestrian bridge, wingwalls for the precast box culvert under SR 217, and sections of the multipurpose path would require forms to be constructed before placing the reinforcement and the concrete needed. For the northern segment, grading of approximately one to two feet in depth and excavation of approximately three to five feet in depth would be needed to construct the proposed pavement sections and drainage ditches. For the southern segment, grading of approximately 1 to 2 feet in depth and excavation, up to 12 feet below the existing surface of SR 217 for the proposed box culvert, would be needed to construct the proposed path structural section and drainage ditches. Excavation would be limited to what is required to place formwork or to prepare the area for the proposed features. The majority of the excavation would be for the construction of the path and needed retaining walls. Excavated soil within the proposed project site would be used in areas that require fill, thus, no borrow sites would be required. Any excess fill would be the property of the contractor and used as directed in the construction bid documents. Formwork would be removed after the concrete sufficiently cures. Final finishing, backfilling, grading, and landscaping would be performed to complete the proposed project.

Within the northern segment, the proposed project would include several types of retaining walls with two main types of foundations; one proposed type is a spread footing type foundation, the other type is drilled holes steel soldier piles for the steel soldier pile wall. Possible excavation would be required to create equalization culverts to perpetuate the existing drainage pattern.

Within the southern segment, construction of the proposed box culvert under SR 217 would require excavation under SR 217 to prepare the box culvert base and to place the proposed precast box culvert units. The excavation limits consist of excavating the existing ground up to 12 feet in depth (below existing top of pavement of SR 217), 20 feet in width at the base of the culvert and approximately 44 feet in width at the top of the culvert. The excavation limits would begin a minimum of 25 feet north of the SR 217 end of bridge. The method of construction for the proposed box culvert would consist of "Cut and Cover" using temporary slope cut back at a 1:1 ratio. Due to liquefiable soil layers near the base of the proposed box culvert, the culvert would potentially be constructed on steel pipe pile foundations constructed to an approximate depth of 50 feet. Any pile driving required for the proposed project would occur a minimum of 30 feet away from the active channel of San Jose Creek. While no work is anticipated within the top of bank and the active channel of San Jose Creek, areas containing ground water may be encountered. CIDH piles would be used in areas within 1,600 feet of a noise receptor or within 30 feet of the active San Jose Creek channel.

Drilled Holes (Steel Soldier Piles) – Northern Segment

Drilled holes for steel soldier piles refer to a construction method in which the steel piles are placed to predetermined elevations using a temporary steel casing to prevent caving. Once the hole has been excavated to depth with the use of a portable drilling rig, a steel beam is installed, and concrete is placed directly into the drilled hole while the casing is simultaneously removed. For this project, drilled holes are anticipated to be 30 inches in diameter.

Cast-In-Drilled-Hole Pile Installation – Southern Segment

Cast-in-drilled-hole (CIDH) piles refer to a construction method in which the reinforced concrete piles are cast in drilled holes to predetermined elevations using a heavy wall steel casing to prevent caving. Once the pile has been excavated to depth with the use of a portable drilling rig, a reinforcement steel cage is installed, and concrete is placed directly into the drilled hole while the casing is simultaneously removed. For this proposed project, CIDH piles ranging between 24 and 36 inches in diameter are being considered in areas that may contain ground water from San Jose Creek.

Driven Steel Pipe Pile Foundations – Southern Segment

Driven steel pipe pile foundations refer to a construction method in which prefabricated steel piles are driven into the ground using a pile driver. This is a machine that holds the pile perfectly vertical, and then hammers it into the ground blow by blow. Driving piles, as opposed to drilling, displaces soil by driving the piles compressing the surrounding soil, causing friction against the side of the piles.

Spread Footing Foundations – Northern Segment

Spread footing foundations refer to a construction method in which excavation of a trench is performed to a predetermined width and depth. Wooden forms and steel reinforcement

(per plans) are then laid in place before pouring concrete into the footing trench. For this proposed project, spread footings are anticipated to be approximately 2 feet deep.

Additional Railroad Ties at Union Pacific Railroad (UPRR) Bridge – Northern Segment

In coordination with UPRR, additional railroad ties would be added to close any gaps between the existing railroad ties. These new railroad ties would be slipped in between existing ties creating a solid deck above the proposed multipurpose path. The addition of railroad ties in combination with UPRR's recently constructed protective steel mesh on each side of the trestle bridge, would serve as protection to avoid items dropping on top of the proposed multipurpose path.

Construction Equipment

Table 4 provides a description of the type of equipment likely to be used during the construction of the proposed project.

Table 4. Construction Equipment

Equipment	Construction Purpose
Air compressor	Finishing work
Backhoe	Soil manipulation, drainage work
Bid-well paving machine	Concrete bridge deck finishing
Bobcat	Fill distribution
Bulldozer/Loader	Earthwork construction, clearing
Compaction equipment	Earthwork
Concrete truck and pump	Concrete placement
Crane	Placement of falsework beams, pile installation, concrete placement
Drill rig	Pile construction
Dump truck	Fill material delivery
Excavator	Soil manipulation
Flatbed truck	Material handling and delivery
Front-end loader	Dirt or gravel manipulation
Generators	Power hand tools
Grader	Ground leveling
Haul truck	Earthwork construction, clearing
Hoe ram	Demolition
Holding tanks	Slurry storage and suspended solid water settling
Hydraulic hammer	Demolition, concrete removal
Jack Hammer	Demolition, concrete removal

Equipment	Construction Purpose
Paver	Asphalt concrete construction
Roller/compactor	Earthwork and concrete construction
Rubber tired boom truck	Lifting
Truck with seed sprayer	Landscaping
Water truck	Earthwork construction, dust control

Construction Schedule and Timing

The anticipated start date for construction of this proposed project is early spring 2024. The estimated construction duration is approximately one year, ending spring 2025.

Independent Utility and Logical Termini

A transportation project is required by the Federal Highway Administration (FHWA) (923 Code of Federal Regulations [CFR] 771.111) to meet standards that establish a project's "independent utility" and "logical termini." In order for a project to have "independent utility," it must be usable and a reasonable expenditure, even if no additional transportation improvements are made in the area. Regardless of other actions, the project must offer transportation benefits that "stand alone" and are not dependent upon the implementation of other projects. Additionally, to be considered of independent utility, a project must not preclude other potential transportation projects from being implemented in the future. "Logical termini" are required for project development to establish project boundaries that allow for a comprehensive response to transportation deficiency. Rational end points are required for both transportation improvements and the review of environmental impacts.

Independent Utility

The proposed project would not prevent the implementation of future active transportation projects. Independent of other actions, the proposed project would provide benefits to bicycle and pedestrian access responsive to the proposed project's objectives and need (provided in Section 7, above), ultimately closing two multipurpose path gaps within the City. This benefit would not require the completion of any other projects, because the proposed project ties into existing facilities on the north and south ends of each proposed project segment. Other current and future projects within the City would not be dependent on the completion of this project and would be able to operate with or without the proposed project.

Logical Termini

The proposed project adequately addresses the multipurpose path needs within the City. The proposed project northern segment would provide connection to the existing path north of Calle Real and extend south along San Jose Creek to Armitos Avenue, where it connects to Hollister Avenue and Jonny D. Wallis Neighborhood Park facilities, thus providing a connection between two existing multipurpose path segments. The proposed

project southern segment would connect to the existing bicycle lane and sidewalk network at Hollister Avenue and Kellogg Avenue and extend south along San Jose Creek and SR 217 to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). Thus, the proposed project would provide an important connection between existing active transportation areas.

The proposed project adequately addresses the City's need to provide a safe, direct and continuous multipurpose path for both commuting and recreational bicyclists from commercial and residential areas within the Goleta Old Town area to Calle Real schools, services, commercial and residential uses on the north side of US 101. The proposed project also adequately addresses the City's need to provide continuous connectivity from Hollister Avenue and Kellogg Avenue south to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) and a safe a continuous path for pedestrians and bicycle traffic north and south of Hollister Avenue, and east and west of SR 217. Therefore, the proposed project meets FHWA logical termini requirements.

10 APPROVALS REQUIRED

The following permits, reviews, and approvals are required for proposed project construction.

Table 5. Permits and Approvals Needed

Agency	Permit/Approval	Status
Caltrans/Federal Highway Administration (FHWA)	Approval of a Categorical Exclusion	Follows approval of technical studies and receipt of Biological Opinion
Caltrans	Encroachment Permit	Application to follow public release of IS/MND
U.S. Army Corps of Engineers (Corps)	Section 404 Nationwide Permit	Application to follow public release of IS/MND
United States Fish and Wildlife Service (USFWS)	Biological Opinion and Incidental Take Permit under Section 7 Consultation of the Federal Endangered Species Act	Biological Assessment (BA) prepared as basis for consultation
National Oceanic and Atmospheric Administration/National Marine Fisheries Service (NOAA/NMFS)	Biological Opinion and Incidental Take Permit under Section 7 Consultation of the Federal Endangered Species Act	Biological Assessment (BA) prepared as basis for consultation
NOAA/NMFS	Essential Fish Habitat Consultation	Biological Assessment (BA) prepared as basis for consultation
California Department of Fish and Wildlife (CDFW)	Section 2081 – Incidental Take Permit or Consistency Determination	Application to follow public release of IS/MND
CDFW	Section 1602 Lake and Streambed Alteration Agreement	Application to follow public release of IS/MND

Agency	Permit/Approval	Status
Central Coast Regional Water Quality Control Board (RWQCB)	Clean Water Act Section 401 Water Quality Certification	Application to follow public release of IS/MND
Central Coast RWQCB	State Waste Discharge Requirements	Notice of Intent filed upon contract award
Central Coast RWQCB	National Pollutant Discharge Elimination System (NPDES) Permit – Construction General Permit	Notice of Intent filed upon contract award
California Coastal Commission	Consolidated Coastal Development Permit	Application to follow public release of IS/MND
City of Goleta City Council	Approval of IS/MND and Development Plan	Follows approval of technical studies and public circulation of IS/MND
Santa Barbara County	Consolidated Coastal Development Permit Concurrence Letter	County sent to the CCC on February 26, 2021 and copied the City. This approval is complete.

11 SITE INFORMATION

Table 6. Site Information

Site Information	Northern Segment	Southern Segment
Existing and Surrounding Land Use Designations	**City**: Medium Density Residential, High Density Residential, Community Commercial, General Industrial, Planned Residential, and Open Space/Active Recreation	**City:** Old Town (commercial), General Commercial, Business Park, Old Town, Service/Industrial, General Industrial, Mobile Home Park, Open Space, and Public/Quasi-Public **County:** UT (Public Utility)
Existing and Surrounding Zone Classifications	**City:** Design Residential (DR) 10, DR-20, DR-25, DR-35, Light Industrial (M-1), Highway Commercial (CH), and Professional and Institutional (PI).	**City:** BP (Business Park), CG (General Commercial), OT (Old Town), IS (Service Industrial), and IG (General Industrial). The City of Goleta Draft Zoning Overlay Districts show that portions of the proposed project are within the AD (Airport Environs) overlay for Approach Zone – 1 Mile. The OTH (Old Town Heritage) overlay district is located immediately north of the proposed project. **County:** PU (Public Utility)
Project Size	approximately 2,400 linear feet	5,500 linear feet
Current Use and Development	San Jose Creek, UPRR Bridge, Calle Real Bridge, US 101 Bridge	San Jose Creek, City roadway, SR 217, SR 217 Bridge, Cass I Atascadero Creek Bikeway (Obern Trail/Coast Route)

Site Information	Northern Segment	Southern Segment
Access	Calle Real and Armitos Avenue	South Kellogg Avenue and Cass I Atascadero Creek Bikeway (Obern Trail/Coast Route)
Third Party Interests	County Flood Control and Water District, Caltrans, UPRR, City of Goleta	Southern California Gas Company, Cass I Atascadero Creek Bikeway (Obern Trail/Coast Route), County Flood Control and Water District, Caltrans, City of Goleta

12 ENVIRONMENTAL SETTING

Roadways, Railways, and Bicycle and Pedestrian Facilities

Roadways

The proposed project would connect to Calle Real, and would cross under the Calle Real bridge at San Jose Creek. The proposed project would also connect to Armitos Avenue, Kellogg Way, and South Kellogg Avenue. The City General Plan identifies Calle Real as a major arterial for the City. It is a four-lane divided roadway with sidewalks and a landscaped median in the vicinity of the proposed project. The City General Plan identifies Armitos Avenue and Kellogg Way as local streets and roads. They are generally two-lane unstriped roadways with on-street parking and sidewalks. Within the vicinity of the southern segment portion of the proposed project, South Kellogg Avenue is identified in the City General Plan as a minor arterial. South Kellogg Avenue is a striped two-lane roadway with striped on-street parking and sidewalks.

The proposed project would cross under the US 101 bridge over San Jose Creek. US 101 is a six-lane divided freeway within the proposed project limits, with 12-foot-wide lanes, two 8-foot-wide inside shoulders, two 8-foot-wide outside shoulders, and a 22-foot-wide center median. The existing US 101 bridge structure over San Jose Creek is approximately 100-feet long and 114-feet wide and has three spans with 58 columns placed in the creek channel.

The proposed project would parallel SR 217 and cross under SR 217 north of the bridge at San Jose Creek. The existing SR 217 is a four-lane divided freeway with an 8- to 10-foot-wide outside shoulder, two 12-foot travel lanes, 10-foot inside shoulder, and a concrete barrier or double tier beam barrier in the median. Beyond the SR 217 southbound edge of shoulder, there is a 20-foot-wide area with landscape vegetation in front of a 6-foot-high chain link freeway access control fence. The Caltrans right-of-way extends 28 feet from the edge of shoulder; therefore, the freeway access control fence is 8 feet inside the Caltrans right-of-way. These 8 feet of Caltrans right-of-way behind the fence have been used for County Flood Control purposes since SR 217 was constructed.

Railways

The proposed project would cross under the UPRR bridge over San Jose Creek. The UPRR track is a single track within the proposed project limits.

Bicycle and Pedestrian Facilities

At the north end of the proposed project, Calle Real contains existing Class II bicycle facilities and sidewalks. In addition, there is an existing Class I facility north of Calle Real. The northern segment of the proposed project would tie into the soon to be completed portion of the multipurpose path at Armitos Avenue, Armitos Park, and Jonny D. Wallis Neighborhood Park facilities. South Kellogg Avenue contains existing sidewalks and a Class II facility. The Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) is located at the southern end of the proposed project area. It is a paved and striped multipurpose path in the vicinity of the proposed project. It crosses over San Jose Creek as a separated multipurpose path on the SR 217 bridge over San Jose Creek.

The Natural Environment

Terrestrial habitat types within the proposed project area include urban (developed), ruderal (disturbed), valley foothill riparian, iceplant mats, myoporum groves, barren, giant reed thicket, coyote brush scrub, ornamental, and non-native grassland. Aquatic habitat types within the proposed project area include riverine (intermittent), arroyo willow riparian thicket, southern coastal salt marsh (pickleweed mats), southern coastal scrub shrub wetland, ephemeral and perennial drainage, and riverine (tidal). The banks of San Jose Creek range from gently sloping to relatively steep, and in some areas undercut, and are vegetated primarily with the understory species described under the valley foothill riparian habitat. The slopes between SR 217 and San Jose Creek vary from less than 4:1 to as steep as 2:1 as southbound SR 217 approaches the SR 217 Bridge over San Jose Creek.

San Jose Creek is a natural channel within the northern segment of the proposed project area. In the southern segment of the proposed project area, behind the chain link fence on the west side of SR 217, San Jose Creek is a concrete lined channel on the north, transitioning to a natural channel on the south. The distance between the top of the channel slope and the chain link fence is a constant 12 feet along the concrete lined channel and varies from 5 to 10 feet along the natural channel.

Other Projects in the Vicinity

Pending land development projects in the vicinity of the proposed project are listed in Appendix B and City and County transportation projects in the vicinity of the proposed project are described in Appendix C.

City and County Trail Projects

Both the City and County have completed or have begun the construction of various bicycle and pedestrian improvements within and adjacent to the proposed project limits as identified within the City General Plan, County Comprehensive Plan/LCP and its EGVCP. The City completed construction of the Jonny D. Wallis Neighborhood Park, which included the construction of a segment of Class I bicycle/pedestrian path within the San Jose Creek Multipurpose Path alignment. The City will be constructing another portion of the San Jose Creek Multipurpose path between Jonny D. Wallis Neighborhood Park and Armitos Avenue as part of the Community Garden Project. The County

completed the multipurpose path bridge across San Jose Creek between Kellogg Avenue and Merida Drive, providing bicycle and pedestrian access between these streets. The County recently reconstructed the Goleta Beach Bridge between Sandspit Road and the Goleta Beach parking lot and this includes a separated Class I path for the Obern Trail/Coast Route.

Caltrans Bridge Replacement Projects

The existing US 101 bridge over San Jose Creek consists of two reinforced concrete slab bridges (Bridge Numbers 51-163R and 51-163L) and the existing SR 217 bridge over San Jose Creek (Bridge Number 51-0217) are rated as structurally deficient due to presence of reactive aggregate. These replacement bridge projects are currently in final design by Caltrans.

The proposed project is being closely coordinated with both of Caltrans' bridge replacement projects. The close coordination between the City and Caltrans allows the designs of the separate projects to be compatible.

13 CALIFORNIA NATIVE AMERICAN TRIBES

The Native American Heritage Commission (NAHC) is responsible for identifying and cataloging places of special religious or social significance to Native Americans and was contacted on May 13, 2019 requesting a search of their Sacred Lands File and a list of Native Americans that may have knowledge of the proposed project area. The NAHC replied on May 30, 2019 that the search involving the proposed project southern segment was positive for sacred lands near the proposed project area and provided a list of Native American tribes who may have knowledge of these cultural resources. The NAHC replied on June 3, 2019 that the search for the proposed project northern segment was positive for sacred lands near the proposed project area and provided a list of Native American tribes who may have knowledge of these cultural resources.

The City mailed formal notification letters on December 6, 2019, electronically and by certified mail on December 7, 2019 with the project description, location and lead City contract to the Tribes that are culturally and traditionally affiliated with the proposed project area (Public Resources Code §21080.3.1(b)). Additional letters were mailed pursuant to Section 106 of the National Historic Preservation Act to the same tribes identified by the NAHC.

To date, only Mona Tucker of the yak tityu yak tiłhini - Northern Chumash Tribe has responded to consultation efforts and has declined further consultation. Section 106 and AB 52 consultation is currently on going.

14 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☒ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☒ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☒ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

15 DETERMINATION

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

DocuSigned by:
Charles W Ebeling
EB910DDE6B3F483...

6/21/2022

Charles Ebeling, P.E., T.E.
Director of Public Works

Date

A. Aesthetics

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Aesthetics – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☒	☐	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

This section incorporates the analysis, findings, and recommendations in the *Visual Impact Assessment Technical Memorandum for San Jose Creek Multipurpose Path Project, Northern Segment* (Dewberry, 2022e) and *Visual Impact Assessment Technical Memorandum for San Jose Creek Multipurpose Path Project, Southern Segment* (Dewberry, 2022d).

i. Existing Setting

Visual character is a description (not evaluation) of a site, and includes attributes such as form, line, color, and texture. Visual quality is the intrinsic appeal of a landscape or scene due to the combination of natural and built features in the landscape, and this analysis rates visual quality as high, moderate, or low. Visual sensitivity is the level of interest or concern that the public has for maintaining the visual quality of a particular aesthetic resource and is a measure of how noticeable proposed changes might be in a particular scene and is based on the overall clarity, distance, and relative dominance of the proposed changes in the view, as well as the duration that a particular view could be seen.

Proposed Project Site

San Jose Creek, within the proposed project boundaries is a combination of natural and channelized creek. San Jose Creek is a natural channel within the northern segment of

the proposed project area. In the southern segment of the proposed project area, behind the chain link fence on the west side of SR 217, San Jose Creek is a concrete lined channel on the north, transitioning to a natural channel on the south. The distance between the top of the channel slope and the chain link fence is a constant 12 feet along the concrete lined channel and varies from 5 to 10 feet along the natural channel.

The proposed project area vegetation includes urban (developed), valley foothill riparian, iceplant mats, myoporum groves, ruderal scrub shrub, and non-native grassland areas. Aquatic habitat types within the proposed project area include riverine (intermittent), arroyo willow riparian thicket, southern coastal salt marsh (pickleweed mats), and riverine (tidal and intermittent).

The proposed project northern segment is located outside the California Coastal Zone boundaries. The proposed project southern segment is partially located within the California Coastal Zone boundaries, from approximately Surfrider Way, north of Thornwood Drive, south to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route).

Sensitive Receptors

Receptors of visual change for the proposed project generally include people residing or working near or adjacent to the proposed project site, as well as users of U.S. Route (US) 101, Calle Real, UPRR, State Route (SR) 217, South Kellogg Avenue, and the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). Direct views of the proposed project northern segment are not afforded from US 101, Calle Real, or UPRR because San Jose Creek crosses under these roadways; however, the canopy of vegetation along San Jose Creek is partially visible from US 101, Calle Real, and UPRR. The land uses adjacent to the northern segment do not have direct views of the northern segment area. The proposed project southern segment is directly visible from the surrounding land uses, as well as SR 217, South Kellogg Avenue, and the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route).

National Scenic Byways and Designated State Scenic Highways

There are no designated national scenic byways within the proposed project boundaries or immediately adjacent to the proposed project (Federal Highway Administration [FHWA], 2020). There are no designated state scenic highways within the proposed project boundaries or immediately adjacent to the proposed project (California Department of Transportation [Caltrans], 2019).

US 101 is identified as an eligible state scenic highway within the proposed project boundaries; however, it is not officially designated within or adjacent to the proposed project. The nearest officially designated state scenic highway is SR 154, located approximately 3 miles northeast of the proposed project site. US 101 from post mile (PM) 27.5 to PM 48.9 is an officially designated state scenic highway, located approximately 6 miles west of the proposed project site (Caltrans, 2019).

Local Scenic Corridors and Views to be Protected

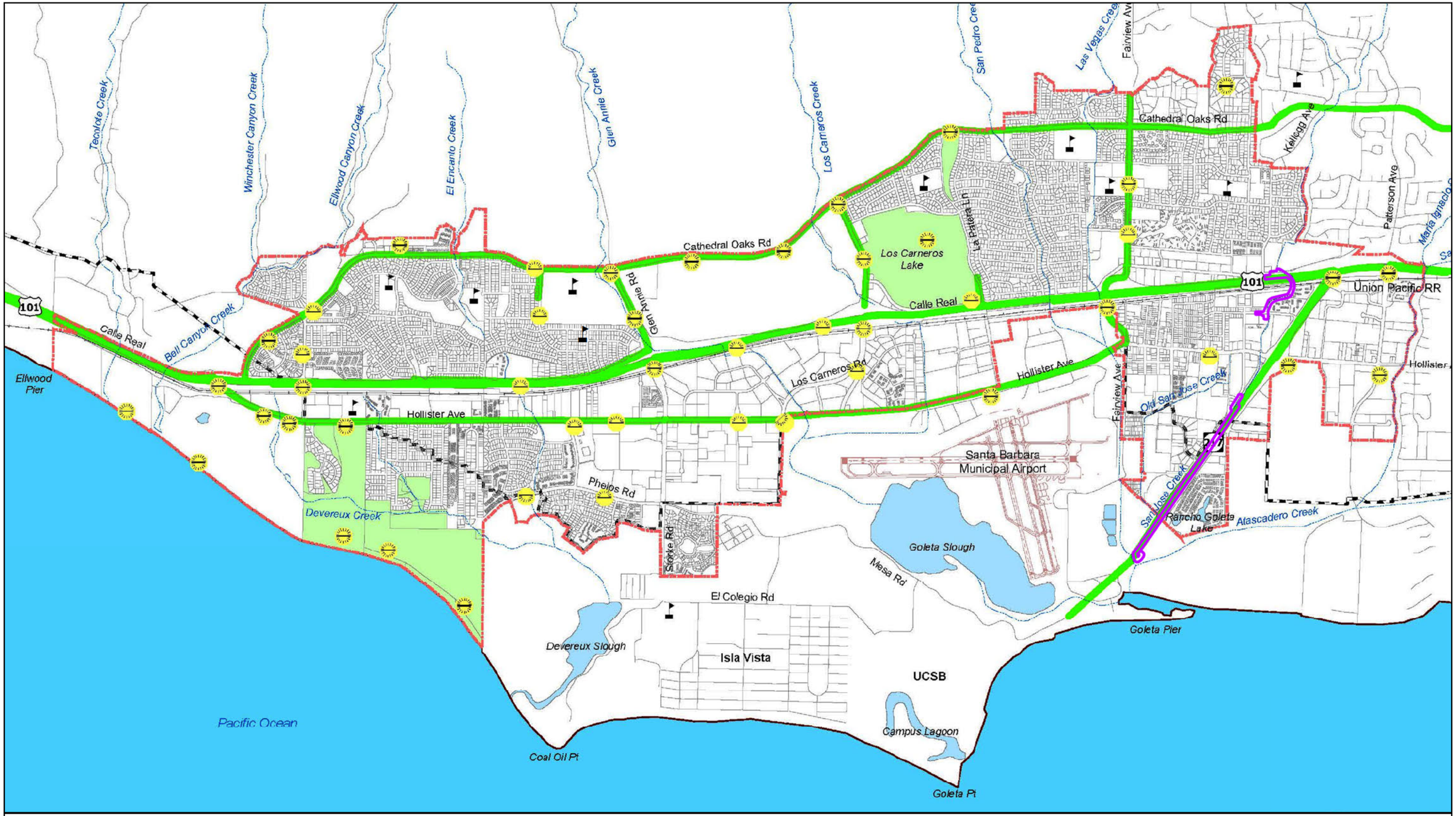
Local Scenic Corridors

The City General Plan identifies US 101 and SR 217 as Local Scenic Corridors (**Figure A-1**). Local Scenic Corridors are defined as corridors that pass through, or provide visual access to, areas of high scenic value. **Figure A-2** provides a representative view from northbound US 101, located immediately east of the proposed project northern segment site. The view is dominated by US 101, its associated features (shoulders, medians, landscaping), landscaping and vegetation. Urban development is visible on both sides of US 101. San Jose Creek crosses under US 101 within the foreground and is not visible; however, the canopy of vegetation can be seen from US 101.

Figure A-2. US 101 facing west (Source: Google Earth, 2020)

Figure A-3 provides a representative view from southbound US 101, located immediately west of the proposed project site. The view is dominated by US 101, its associated features (shoulders, medians, landscaping), landscaping and vegetation. Urban development is visible on both sides of US 101 through the roadway vegetation. San Jose Creek crosses under US 101 within the foreground and is not visible; however, the canopy of vegetation along San Jose Creek can be partially seen from US 101.

Figure A-3. US 101 facing east (Source: Google Earth, 2021)



Legend

Public Lands with View Opportunities

Scenic Corridor

Local Scenic Corridor

Scenic Views to be Protected

View Orientation

Views to one Direction

Views to all Directions

Other Features

Goleta City Boundary

Coastal Zone

Schools

Creeks

Project Area

Dewberry

0 0.15 0.3 0.6 Miles

Source: City General Plan Figure 6-1.

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

City of Goleta
Scenic Resources

Figure A-1

Figure A-4 provides a representative view from Calle Real facing west. The view is dominated by Calle Real, its associated features (shoulders, sidewalks, median, landscaping), landscaping and vegetation, and the driveway and parking area for Maravilla, a senior living facility. Urban development is visible on the north side of Calle Real and US 101 is visible through the landscaping on the south side of Calle Real. San Jose Creek crosses under Calle Real within the middleground and is not visible.

Figure A-4. Calle Real facing west (Source: Google Earth, 2021)

Figure A-5 provides a representative view from Calle Real facing east toward the proposed project site. The view is dominated by Calle Real, its associated features (shoulders, sidewalks, median, landscaping), landscaping and vegetation. Urban development is visible on the north side of Calle Real and US 101 is visible through the landscaping on the south side of Calle Real, in the middle and background. San Jose Creek crosses under Calle Real within the middleground and is not visible.

Figure A-5. Calle Real facing east (Source: Google Earth, 2021)

Figures A-6 through A-8 provide representative views along SR 217, located adjacent to the proposed project southern segment site. As shown in **Figure A-6**, below, the dominate features in the northern portion of the proposed project area include SR 217, a four-lane highway, and the channelized San Jose Creek. Landscaping borders the SR 217 corridor drawing the viewers eye to the background. The background contains palm trees, which are associated with the Goleta Slough and Pacific Ocean.

Figure A-6. SR 217 facing south (toward the ocean)

SR 217 and San Jose Creek are the dominate features, as represented by **Figure A-7**, below. Views of coastal features, such as palm trees, are in the distant background.

Figure A-7. SR 217 facing southwest

Roadside vegetation, mainly iceplant, dominates the area between SR 217 and San Jose Creek. Open space and wetland habitats are located to the north and south of SR 217. The Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) parallels eastbound SR 217, where the barrier and fencing are visible from westbound SR 217.

As shown below in **Figure A-8**, below, the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) runs parallel to eastbound SR 217 for approximately 1,000 feet

at the southern end of the proposed project site, before veering east along Atascadero Creek.

Figure A-8. Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) facing northeast

The Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) includes two lanes, little to no shoulders, and is on average approximately 10 feet wide. Concrete barriers and chain link fencing separate the highway shoulder and the existing bikeway. Views along the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) are dominated by SR 217 and its associated shoulder elements to the northwest; while open space and wetland habitats comprise views to the southeast of the bikeway. The background is dominated by mountains.

Local Scenic Views

The three Scenic Views to be Protected that are within close proximity to the proposed project, as identified in the City General Plan (refer to **Figure A-1**), include:

- Views to the north on Hollister Avenue near the Goleta Valley Community Center. At the proposed project's closest point, this view is approximately 1,100 feet northwest of the proposed project southern segment.
- Views in all directions at the Ward Drive/Hollister Avenue intersection, east of SR 217. At the proposed project's closest point, this view is located approximately 1,000 feet northeast of the north end of the proposed project southern segment. Refer to **Figure A-9**, below.
- Views in all directions at the US 101/SR 217 interchange. At the proposed project's closest point, this view is located approximately 990 feet east of the north end of the proposed project northern segment. Refer to **Figure A-10**, below.

Figure A-9 provides a representative view from Ward Drive towards the proposed project southern segment. Ward Drive is a two-lane roadway within the City of Goleta. The area along Ward Drive is relatively flat, with slight raises in topography along SR 217. Views

to the south and west of Ward Drive are dominated by SR 217 and its associated features (shoulders, medians, landscaping), with urban development present in the distance. Views to the east of Ward Drive are obscured by adjacent urban development and mature orchards. Views to the north of Ward Drive are dominated by adjacent urban developments and vegetated landscaping with views of mountains in the distance. San Jose Creek is not visible from this viewpoint.

Figure A-9. Ward Drive facing southwest (Source: Google Earth, 2020)

Figure A-10 provides a representative view from SR 217 over US 101 looking to the south, towards the proposed project southern segment. SR 217 is a four-lane separated highway at this location. US 101 is visible below the SR 217 overcrossing. Views to the south are dominated by SR 217, US 101, associated highway features (shoulders, medians, landscaping), and landscaping and vegetation; minimal urban development is present in within this viewpoint. Views to the east and west of SR 217 are dominated by US 101 and associated features (shoulders, medians, landscaping) with mountains in the distance. San Jose Creek is not visible from this viewpoint.

Figure A-10. SR 217 over US 101 facing south (Source: Google Earth, 2020)

ii. Regulatory Setting

- National Scenic Byways Program
- California Environmental Quality Act
- California Coastal Act
- California Scenic Highway Program
- City of Goleta General Plan/Coastal Land Use Plan (City General Plan)
- County of Santa Barbara Comprehensive Plan/Local Coastal Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)

iii. Thresholds of Significance

City of Goleta Thresholds

A significant impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist or exceeds the City of Goleta Environmental Thresholds and Guidelines Manual aesthetics thresholds of significance (adopted by Resolution 08-40). Of these thresholds, the following are applicable to the proposed project:

Threshold AES-1. Does the project site have significant visual resources by virtue of surface waters, vegetation, elevation, slope or other natural or man-made features which are publicly visible? If so, does the project have the potential to degrade or significantly interfere with the public's enjoyment of the site's existing visual resources?

Threshold AES-2. Does the project have the potential to impact visual resources of the Coastal Zone or other visually important area (i.e., mountainous area, public park, urban fringe, or scenic travel corridor)? If so, does the project have the potential to conflict with the policies set forth in the Local Coastal Plan, the Comprehensive Plan or any applicable community plan to protect the identified views?

Threshold AES-3. Does the project have the potential to create a significantly adverse aesthetic impact through obstruction of public views, incompatibility with surrounding uses, structures, or intensity of development, removal of significant amounts of vegetation, loss of important open space, substantial alteration of natural character, lack of adequate landscaping, or extensive grading visible from public areas?

Santa Barbara County 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.

iv. Project Specific Impacts

a) **Less than significant with mitigation (CEQA Checklist a, City Thresholds AES-1 and AES-3, County Threshold important for visual resources and public views).** Three locations are identified as Scenic Views to be Protected (refer to **Figures A-1**) and are within 1,200 feet of the proposed project.

The City's scenic view on Hollister Avenue near the Goleta Valley Community Center is located approximately 1,100 feet northwest of the proposed project site. This scenic view designation intends to protect the view of the mountains to the north. The proposed project would have no impact on this protected viewshed. The proposed project northern segment is located adjacent to San Jose Creek, would be at grade, and would cross under Calle Real, US 101, and Union Pacific Railroad (UPRR) bridges over San Jose Creek. The proposed project southern segments would be located behind, and outside of, the scenic view designation. The proposed project is obscured from this scenic view location by existing urban development and landscaping. The proposed project would have no impact on this scenic view.

The City's scenic view at the Ward Drive/Hollister Avenue intersection, east of SR 217, is approximately 1,000 feet northeast of the proposed project southern segment. The scenic views at this location are protected in all directions, including the surrounding vegetation and the mountains to the north. The views from this location facing in the direction of the proposed project southern segment include heavily vegetated landscape areas, Ward Drive, a portion of SR 217, and urban development in the background (refer to **Figure A-9**). As discussed in Section 7, above, the proposed project features would be similar in nature to the existing visual characteristics of SR 217 and the urban development present in the background environment at this view. Additionally, mitigation would be incorporated to ensure the proposed project stays consistent with the existing visual character of the surrounding environment. The proposed project would have a less than significant impact on established scenic vistas with the incorporation of mitigation measures.

The City's scenic view at the US 101/SR 217 interchange is located approximately 990 feet east of the north end of the proposed project northern segment (refer to **Figure A-10**). The scenic views at this location are protected in all directions, including the surrounding vegetation and the mountains to the north and east. SR 217 is a four-lane separated highway at this location; US 101 is visible below the SR 217 overcrossing. The proposed project features would not be directly visible at this viewpoint, because the proposed project would be under US 101. Trees would be removed along the west side of San Jose Creek. As shown in **Figure A-10**, above, the tree canopy along San Jose Creek is partially visible as part of the overall vegetation that can be seen from this viewpoint. The proposed project would replace the trees at a 1:1 ratio, per mitigation measures. The visual characteristics after the proposed project is implemented would be similar in nature to the existing visual characteristics at this view. Incorporation of

mitigation would ensure the proposed project stays consistent with the existing visual character of the surrounding environment. The proposed project would have a less than significant impact on established scenic vistas with the incorporation of **Mitigation Measures AES-1** and **AES-2**.

b) **Less than significant with mitigation (CEQA Checklist b, City Thresholds AES-1, AES-2, and AES-3, County Threshold for natural character of the landscape).** There are no designated national scenic byways or state scenic highways within or adjacent to the proposed project site. As discussed above, the nearest designated state scenic highway is SR 154, located approximately 3 miles northeast of the proposed project site. The proposed project site is not visible from SR 154. US 101 is a designated state scenic highway located approximately 6 miles west of the project site. The proposed project is not visible from the designated state scenic highway limits on US 101. Therefore, the proposed project would have no impact on state scenic highways.

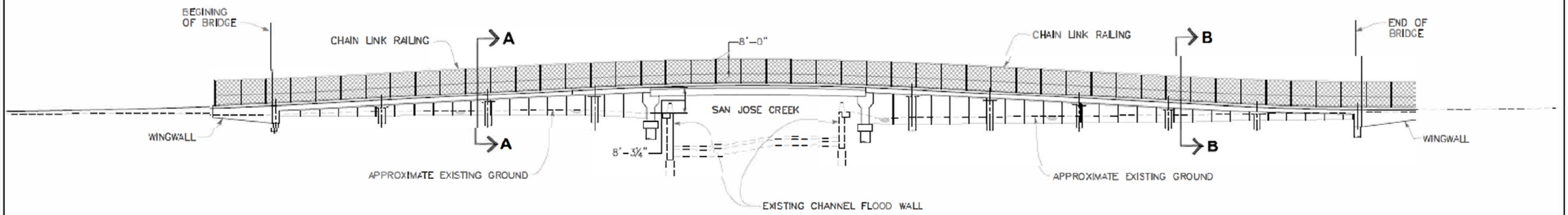
The City General Plan identifies US 101 and SR 217 as Local Scenic Corridors (refer to **Figure A-1**). Representative views from US 101 are provided in **Figures A-2 and A-3** and representative views from SR 217 are provided in **Figures A-6 through A-8**, above.

The proposed project would not have adverse effects on the views within the US 101 Local Scenic Corridor because the proposed project northern segment would be below US 101, crossing under the UPRR, US 101, and Calle Real bridges over San Jose Creek. A portion of the proposed project northern segment would be located between the Calle Real and the Caltrans right-of-way at US 101. Within this segment, it is anticipated that the existing guard rail, attached to the existing Calle Real Bridge, would need to be extended west within the proposed project limits. Calle Real is visible from northbound US 101; however, the proposed project northern segment would not obstruct views of the mountains for travelers along northbound US 101 because the proposed project would be at-grade with Calle Real and near the same grade as US 101. The proposed project would result in the removal of up to 82 trees. Of the trees to be removed, the seven trees located between UPRR and US 101 and the nine trees between US 101 and Calle Real would be the most noticeable for US 101 users. The tree and vegetation removal between US 101 and Calle Real would be noticeable because the thick vegetation would be thinned in this area, thus allowing a more direct view of Calle Real from US 101. Views to the south of US 101 would have minimal change. Although the tree removal would decrease the vegetation canopy that currently exists, the vegetation outside of the proposed project footprint would remain intact, resulting in minimal overall change. In addition, mitigation measures would require the removed trees be replaced at a 1:1 ratio (**Mitigation Measure AES-2**). The proposed project would be consistent with the existing scale of structures in the vicinity and would be similar in aesthetic value and character to the roadway and the surrounding urban setting. With the incorporation of mitigation measures, the proposed project would not alter the visual characteristics of the surrounding urban environment. The proposed project would be consistent with the existing scale of structures in the vicinity. The proposed project would have a less than significant impact to the visual environment along the Local Scenic Corridor.

There are several sections of retaining walls proposed throughout the length of the proposed project northern segment. The retaining walls would be below grade and would not be visible from US 101. These retaining walls would have no effect on the scenic views for viewers using US 101 or Jonny D. Wallis Neighborhood Park. Mitigation would be incorporated to ensure the proposed retaining walls are consistent with the existing visual character of the proposed project vicinity and features used for the existing multipurpose paths, including the path north of Calle Real and the path at Jonny D. Wallis Neighborhood Park. Therefore, with the incorporation of mitigation, the proposed project would have a less than significant impact to the visual environment along the Local Scenic Corridor.

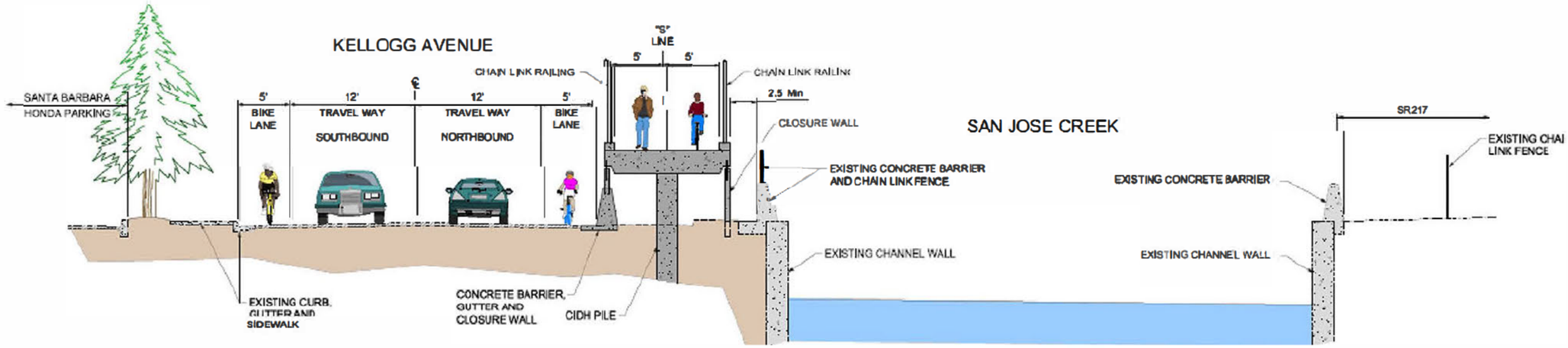
The proposed multipurpose path bridge over San Jose Creek would be approximately 10 feet above existing ground level with safety fencing approximately 8 feet in height (**Figures A-11** and **A-12**). This is consistent with the scale of the surrounding structures in the proposed project area. The proposed multipurpose path bridge would not obstruct views of the mountains for travelers along eastbound SR 217. With the incorporation of mitigation measures, the proposed project would not alter the visual characteristics of the surrounding urban environment. The proposed project would be consistent with the existing scale of structures in the vicinity. The proposed multipurpose path bridge would be built adjacent, and perpendicular, to SR 217 and would be similar in aesthetic value and character to the roadway and the surrounding urban setting.

The proposed project southern segment would be at, or below, grade with SR 217, and concrete barriers and potential pedestrian rails, to a maximum height of 7 feet, would be installed to separate the multipurpose path users with SR 217 users. The concrete barrier would be 3 feet in height from the SR 217 pavement surface, while the potential pedestrian rails would be a maximum of 4 feet in height. The potential pedestrian rails would be an open style, as determined in consultation with the City of Goleta and County of Santa Barbara; therefore, they would not obstruct views of the surrounding area. A retaining wall would be located between the proposed multipurpose path and SR 217. The retaining wall would be below grade and would not be visible from SR 217; however, the top of the wall would be a concrete barrier, 3 feet in height. Refer to **Figure A-12** for representative cross-sections of the proposed project southern segment. The concrete barrier would not obstruct views of the surrounding area from SR 217 users. The proposed box culvert would be constructed below SR 217 to provide access under SR 217; it would have no effect on the scenic views for viewers using SR 217 or the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). Mitigation would be incorporated to ensure that the proposed retaining walls and box culvert are consistent with the existing visual character of the proposed project vicinity and features used for the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). Therefore, with the incorporation of mitigation, the proposed project would have a less than significant impact to the visual environment along the Local Scenic Corridor.

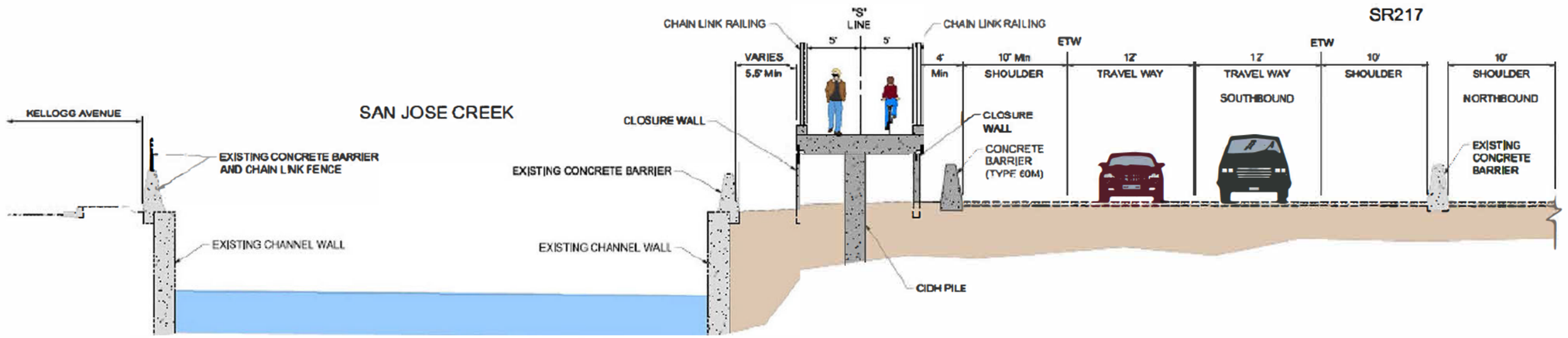


Dewberry

San Jose Creek Multipurpose Path Project City of Goleta, Santa Barbara County, CA	Proposed Bridge Engineering Drawings	Figure A-11



TYPICAL SECTION B-B
BICYCLE/PEDESTRIAN BRIDGE ADJACENT TO KELLOGG AVENUE



TYPICAL SECTION A-A
BICYCLE/PEDESTRIAN BRIDGE ADJACENT TO SR217

Dewberry

San Jose Creek Multipurpose Path Project City of Goleta, Santa Barbara County, CA	Proposed Bridge Cross-Sections	Figure A-12

c) **Less than significant with mitigation (CEQA Checklist c, City Thresholds AES-1 and AES-3, County Thresholds for public views, natural character of the landscape, and visible changes from public areas)**. The construction of the proposed project would not obstruct views of the surrounding mountains from the surrounding viewers (workers, residents, and roadway users). The only raised feature of the proposed project is the multipurpose path bridge. The proposed multipurpose path bridge (refer to **Figures 10** and **A-11**), within the proposed project southern segment, would be approximately 10 feet above existing ground level at the surface of the multipurpose path, and include a safety fencing approximately 8 feet in height (refer to **Figures A-11** and **A-12**); therefore, even if visible from this location, would be similar in nature to the existing urban developments present in the background environment at this viewpoint. Minimization measures would be incorporated to ensure that the proposed project features are consistent with the existing visual character of the surrounding area.

The proposed project northern segment would be below grade from UPRR and US 101. It would be at-grade with Calle Real, as the proposed project northern segment merges onto Calle Real. The proposed project would remove 82 trees within the proposed project northern segment; however, with the incorporation of **Mitigation Measure AES-2**, trees would be replaced at a 1:1 ratio. The proposed box culvert would be constructed below SR 217, north of the bridge over San Jose Creek, to provide access under SR 217; it would have no effect on the scenic views for viewers using SR 217 or the Class I Atascadero Creek Bikeway bridge over San Jose Creek. Minimization measures would be incorporated to ensure that the proposed retaining walls and box culvert are consistent with the existing visual character of the proposed project vicinity and features used for the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route).

Therefore, the proposed project, with the implementation of mitigation measures, would have a less than significant impact on the visual character and quality of the proposed project site and its surroundings.

d) **Less than significant (CEQA Checklist d, City Threshold AES-3, County Threshold for public views).** Currently, lighting from adjacent facilities and from roadway traffic are the only sources of light and glare in the vicinity of the proposed project. Solar lighting would be installed within the box culvert under SR 217 for safety; however, this lighting would not be visible from SR 217 or the surrounding areas. No other lighting is proposed along the proposed project. Cyclists riding at night, as the approach the box culvert, would see a glow coming from the undercrossing; however, this would not produce a glare that would impede a cyclist's nighttime views, beyond being able to see into the box culvert. In addition, cyclists riding as night are required to use lights for visibility; however, nighttime use with bicycle headlights would be similar to the conditions on the existing roadways, existing segments of the multipurpose path north of Calle Real, within Jonny D. Wallis Neighborhood Park, and along the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). This increase in light from bicycle ridership is considered less than significant. Construction activities would occur during daylight hours,

thus, would not increase light or glare. The proposed project would have less than significant impacts to light and glare. No mitigation measures are required.

v. Cumulative Impacts

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. The proposed project impacts would not combine with past, present, and reasonably foreseeable project impacts in the area to result in a cumulative impact. While potential impacts may occur, the minimization measures required for this proposed project, along with BMPs and the minimization and mitigation measures required for the nearby projects would reduce individual project impacts. Thus, the proposed project, in combination with past, present, and reasonably foreseeable projects, would maintain the visual character and quality and would be consistent with the aesthetic and coastal resource protection goals. Therefore, impacts of the proposed project would not have the potential to combine with impacts from past, present, or reasonably foreseeable projects to result in a cumulative impact. Cumulative impacts are considered less than significant with the implementation of mitigation measures.

vi. Mitigation Measures and Conditions

Mitigation Measure AES-1: During final design, the project engineer will coordinate with the City of Goleta Planning Department and Public Works Department, and Caltrans for portions within State ROW, to incorporate the following features into final design. The City of Goleta will have final approval of the project design.

- Safety fencing and rails on the multipurpose path bridge will be an open style, as determined in consultation with the City of Goleta and Caltrans.
- Replacement roadside rail will be an open style, as determined in consultation with the City of Goleta, County of Santa Barbara, and Caltrans when is State ROW.
- All fencing associated with the multipurpose path bridge structure and the bicycle/pedestrian path will be visually compatible with the SR 217 bridge rail and roadside rail, as determined in consultation with the City of Goleta, County of Santa Barbara, and Caltrans. No standard galvanized chain link fencing will be used except at the right-of-way line, as required.
- At the box culvert, alternative type security fencing will be used that does not include barbed wire.
- The retaining walls and concrete barriers will include aesthetic treatment, which can include but is not limited to low maintenance native shrubs or surface texturing, so that it visually recedes and reduces the potential for graffiti, as determined in consultation with the City of Goleta, County of Santa Barbara, and Caltrans.

Mitigation Measure AES-2: During final design, the project engineer will coordinate with a City of Goleta Planning Department and Public Works Department approved landscape architect to prepare a tree replacement plan. Trees will be replaced at a 1:1 ratio. Specific

to the trees in close proximity to US 101, trees will be replaced as close to the removal location as space allows.

vii. Residual Impacts

The proposed project would not have a residual aesthetic impact. The proposed project would adhere to City, County, and Caltrans regulations, standards, and conditions. In addition, the implementation of **Mitigation Measures AES-1 and AES-2** would allow for the proposed project to have similar aesthetic treatments as the surrounding transportation facilities, thus reducing impacts to less than significant.

B. Agriculture and Forestry Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Agricultural and Forest Resources – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

i. Existing Setting

Proposed Project Site

The majority of the proposed project is within the City of Goleta (City). The City of Goleta General Plan/Coastal Land Use Plan (City General Plan) land use designations surrounding the proposed project do not include agriculture or forest land uses; however, there are Open Space land use designations adjacent to the proposed project. The City zone classifications surrounding the proposed project do not include agricultural or forest zones.

The City has a benign climate and extremely fertile soil, allowing profitable year-round cultivation of a wide variety of crops and the raising of livestock. Over the past 50 years, most of the orchards and row crop areas in the valley floor have been replaced with residential and business development. The City currently contains 408.8 acres of agricultural land within its city limits. There are no Williamson Act contract properties in the City (City of Goleta, 2006); thus, no Williamson Act contract properties are within or adjacent to the proposed project.

The County of Santa Barbara Comprehensive Plan/Local Coastal Plan (County Comprehensive Plan/LCP) land use designation surrounding the proposed project does not include agricultural or forest designations, only UT (Public Utility). The County's zone classification surrounding the proposed project does not include agricultural and forest zone, only PU (Public Utility).

The County Comprehensive Plan/LCP states that the County supports approximately 1,442,340 acres of irrigated and non-irrigated agricultural lands. The County implements the Williamson Act through its highly successful Agriculture Preserve Program. There are no Williamson Act contract properties within the proposed project southern segment, nor in the immediate vicinity of the proposed project.

Prime Farmland, Unique Farmland, and Farmland of Statewide Importance

According to the Farmland Mapping Tool from the California Department of Conservation (2020), the proposed project area consists of primarily Urban and Built-Up Land (**Figure B-1**). The proposed project area within the City does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. There is a parcel of Prime Farmland directly adjacent to the northern end of the proposed project southern segment. According to the City General Plan Land Use Map (2019), this parcel has a land use designation of Old Town and is developed as residential. This parcel is outside of the proposed project southern segment limits.

The proposed project area within the County is entirely classified as Other Land. This area has been mapped as Other Land and Urban and Built-Up Land since the implementation of the California Important Farmland Finder, dating back to 1984. The County portion of the proposed project is not considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Other land is defined as any land not included in any other mapping category, including but not limited to, low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. In addition, vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

Forest Land, Timberland, or Timberland Production Zone

As stated above, the proposed project does not contain any lands designated for use as forest land, timberland, or a timberland production zone. The proposed project is mostly Other Land and Urban and Built-Up Land and falls under commercial, residential, or industrial land use designations. There are no forest land, timberland, or timberland production zones within, or adjacent to, the proposed project area.

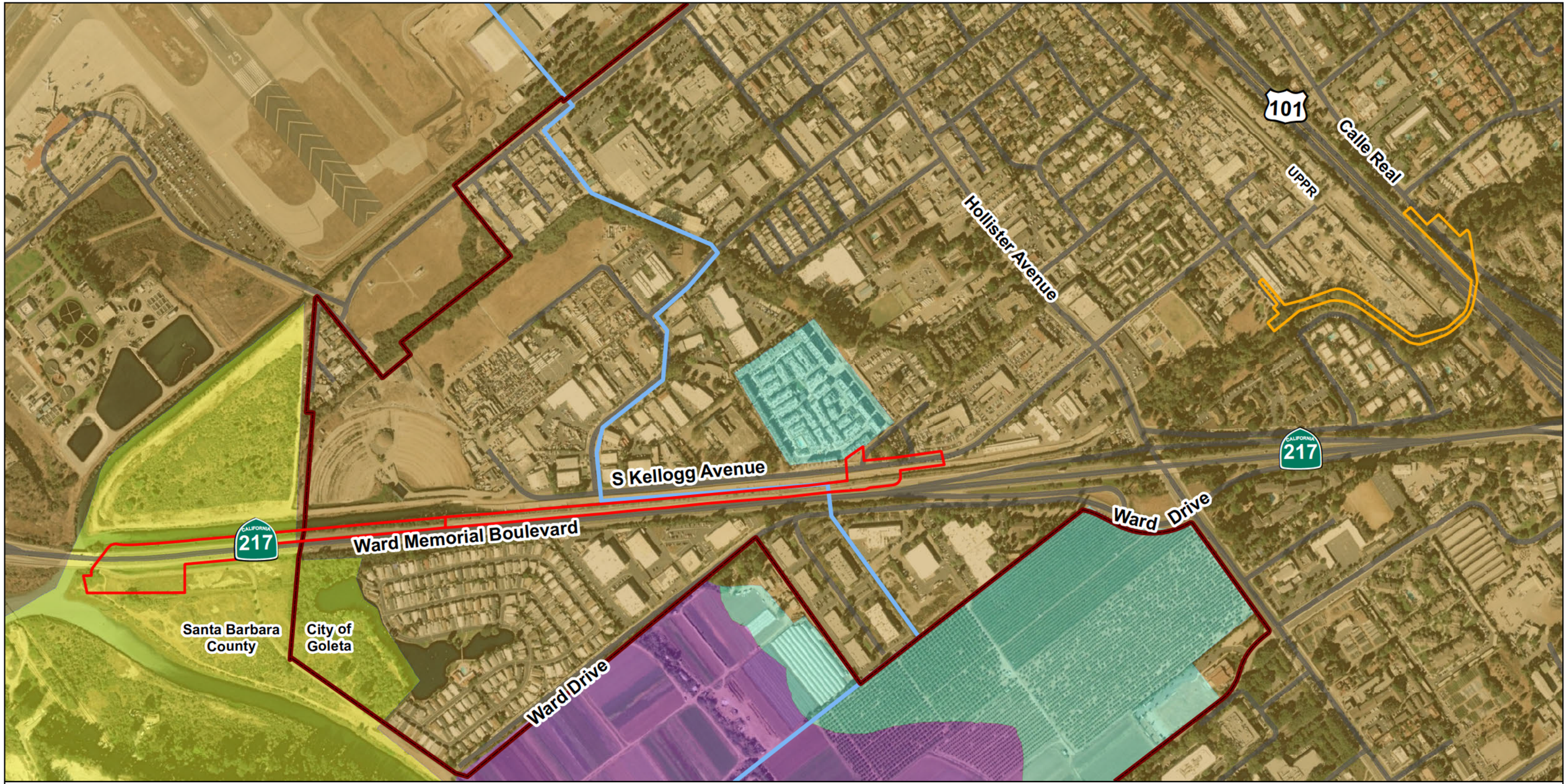
ii. Regulatory Setting

The proposed project is not within or adjacent to designated land uses or zone classifications for agricultural or forest lands. Therefore, the regulatory setting pertaining to agriculture and forestry resources is not discussed further.

iii. Thresholds of Significance

City of Goleta Thresholds

A significant impact to Agriculture and Forest Resources would occur if the proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist. Additionally, according to the City of Goleta's Environmental Thresholds and Guidelines Manual a proposed project may pose a significant environmental effect on agricultural resources if it converts prime agricultural land to non-agricultural use or impairs the agricultural productivity of prime agricultural land.



Legend

- Southern Segment
- Northern Segment
- City of Goleta/Santa Barbara County Line
- Coastal Zone Boundary
- Urban and Built-Up Land
- Prime Farmland
- Farmland of Statewide Importance
- Other Land

Dewberry

0 395 790 1,580 Feet

Source: ESRI Online Basemap, World Imagery Map, Santa Barbara County Coordinate System NAD 83 State Plane California V FIPS 0402 Feet
Notes: This map was created for informational and display purposes only.

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

Farmland Types within the Proposed Project Area

Figure B-1

Santa Barbara County 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.

To use this Point System, 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.

There are no agricultural lands within the proposed project boundaries; therefore, this document does not require the Point System analysis.

iv. Project Specific Impacts

a) **No impact (CEQA Checklist a, City Threshold for converting prime agricultural land, County Threshold important for converting agricultural land).** According to the California Important Farmland Finder, the proposed project is comprised of Urban and Built-Up Land within the City limits. The closest designation of Prime Farmland is located adjacent to the southern segment, outside of the southern segment project limits. The parcel that is identified by the Farmland Mapping and Monitoring Program ad Prime Farmland is designated as Old Town in the City General Plan Land Use Map and is currently a residential development. Any other Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is outside of the proposed project area and agricultural operations and integrity would not be impacted by the construction or operation of the proposed project. The proposed project is a multipurpose path that would be constructed through Urban and Built-Up Land.

The portion of the proposed project southern segment within the County would be constructed in Other Land, according to the California Important Farmland Finder (2020). In order to establish the agricultural value of this land, the County's point system was

utilized. According to the County, a total of 60 or more points designates a potentially significant impact to agriculture and farmland. The portion of the southern segment located on Other Land is not currently utilized as agricultural land and was not classified as productive agricultural land or farmland in any datasets provided by the California Important Farmland Finder. The maximum amount of points that this area of land may receive is 6 points. Therefore, the proposed project would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the County.

City zone classifications within the proposed project northern segment include Design Residential (DR) 10, DR-20, DR-25, DR-35, Light Industrial (M-1), Highway Commercial (CH), and Professional and Institutional (PI). City zone classifications within the proposed project southern segment include BP (Business Park), CG (General Commercial), OT (Old Town), IS (Service Industrial), and IG (General Industrial). The County's zone classification surrounding the proposed project is PU (Public Utility). No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance exists within the proposed project boundaries. Implementation and operation of the proposed project would have no impact on nearby Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as the proposed project does not connect to these lands. Therefore, the proposed project would have no impact in this regard, and no mitigation is necessary.

b) **No impact (CEQA Checklist b, City Threshold for converting prime agricultural land, County Threshold important for converting agricultural land)**. Based on the County and City zone classifications noted above, none of the lands in or around the proposed project include land zoned for agricultural uses. There are no lands operating under a Williamson Contract within or adjacent to the proposed project site. Therefore, implementation and operation of the proposed project would have no impact on agricultural zone classifications or Williamson Contract.

c) **No impact (CEQA Checklist c, No applicable City or County Threshold).** Based on the County and City zone classifications noted above, these classifications for the proposed project site and surrounding area do not include forestland, timberland, or timberland zoned for Timberland Production. Therefore, the proposed project would not conflict with or cause rezoning of any of these zone classifications, and the proposed project would have no impact.

d) **No impact (CEQA Checklist d, No applicable City or County Threshold).** The proposed project would cross under Calle Real, UPRR, U.S. Route (US) 101 and would be adjacent to, and cross under, SR 217. This is a highly developed and utilized area of the City and County. As detailed in questions b and c, above, the proposed project does not include any land zoned for forest or timberland. The proposed project would not result in the loss of forest land or in the conversion of forest land to non-forest land. Therefore, the proposed project would have no impact on forest land in the proposed project area or surrounding areas.

e) **No impact (CEQA Checklist e, City Threshold for converting prime agricultural land, County Threshold important for converting agricultural land, No City or County Threshold for converting timberland or forestland).** The proposed project is a multipurpose path that would provide continuous connection between existing bicycle and pedestrian facilities in the City and County. The northern segment of the proposed project would be primarily within City right-of-way; however, it would traverse Caltrans and UPRR rights-of-way. In addition, the proposed project northern segment would encroach into adjacent parcels at their frontage with San Jose Creek; the parcels requiring acquisition, temporary construction easement (TCE), or permanent easement include Assessor Parcel Number (APN) 071-035-CA, APN 071-090-048, APN 071-090-047, APN 071-090-074, APN 071-090-083, APN 071-010-010, APN 071-090-082, and APN 069-160-013; refer to **Table 1** and **Figure 11**. The southern segment of the proposed project would primarily be within the existing Caltrans right-of-way; however, it would require TCEs and easements as outlined in **Table 2** and depicted on **Figure 12**, for APN 071-200-011 and APN 071-140-055. As stated above, under questions a and b, the proposed project would have no impact on farmland. Therefore, implementation and operation of the proposed project would not involve changes to the environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use. As stated above, under questions c and d, the proposed project would have no impact on farmland, forest land, or timberland within the proposed project area or surrounding area. Therefore, implementation and operation of the proposed project would not involve changes to the environment which, due to their location or nature, could result in the conversion of forest land to non-forest use. Therefore, no impact would occur as a result of operation of the proposed project.

v. Cumulative Impacts

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. The proposed project impacts would not combine with past, present, and reasonably foreseeable project impacts in the area to create a cumulative impact. While no project-specific impact to agriculture and farmland would occur as a result of the proposed project, any minimization measures required for nearby projects would reduce individual project impacts. Thus, the proposed project, in combination with past, present, and reasonably foreseeable projects, would maintain and protect agricultural land and farmland goals detailed by the City, County, Coastal Act, Williamson Act, and other local goals and policies. Therefore, impacts of the proposed project would not have the potential to combine with impacts from past, present, or reasonably foreseeable projects to result in a cumulative impact. Cumulative impacts are considered less than significant with the implementation of mitigation measures.

vi. Mitigation Measures and Conditions

No mitigation measures are required for the proposed project.

vii. Residual Impacts

The proposed project would have no impact and no mitigation is required; therefore, the proposed project would not have a residual impact.

C. Air Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Air Quality – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
Would the project?				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

This section incorporates the analysis, findings, and recommendations in the *Air Quality Technical Memorandum for San Jose Creek Multipurpose Path Project* – Northern Segment (Dewberry, 2022f) and *Air Quality Technical Memorandum for San Jose Creek Multipurpose Path Project – Southern Segment* (Dewberry, 2022g).

i. Existing Setting

The proposed project site is located on the coastal plain in the City of Goleta (City) and Santa Barbara County (County). The proposed project site is located within the South-Central Coast Air Basin (SCCAB) and is under the jurisdiction of the Santa Barbara County Air Pollution Control District (SBCAPCD). SBCAPCD is one of 35 air pollution control districts in California.

The climate is dominated by the strength and position of the semi-permanent high-pressure center over the Pacific Ocean near Hawaii. It creates cool summers, mild winters, and infrequent rainfall. It drives the cool daytime sea breeze, and it maintains a comfortable humidity range and ample sunshine after the frequent morning clouds

dissipate. However, the same atmospheric processes that create the desirable living climate combine to restrict the ability of the atmosphere to disperse the air pollution generated by the population attracted in part by the desirable climate.

Temperatures in the Goleta area average 59 degrees annually. Daily and seasonal oscillations of mean temperature are small because of the moderating effects of the nearby oceanic thermal reservoir. In contrast to the steady temperature regime, rainfall is highly variable. Measurable precipitation occurs mainly from early November to mid-April, but total amounts are generally small. Goleta averages 18 inches of rain annually with January, on average, as the wettest month.

Geographic factors affecting air quality near the proposed project site include proximity to the coast; mountainous topography; and the warm, northerly Santa Ana winds originating from the Great Basin. Significant sources of air pollution in the County include vehicular traffic, industrial activities, and wildfires (Goleta, 2019).

Pollutants

Ozone (O_3) is a gaseous compound that occurs naturally in the upper atmosphere. Stratospheric, or ground-level ozone, however, can be harmful to human health and the environment. Ozone can contribute to respiratory illnesses in people, harm agricultural crops, and is an important component of smog (Dewberry, 2022f and 2022g). Frequently, sources of ozone are not from direct sources: rather, it is generated from emissions of reactive organic gases (ROGs) or volatile organic compounds that react with oxygen molecules to produce ozone.

PM (particulate matter) refers to solid particles or liquid droplets found in the air. PM_{10} refers to particles with a diameter of 10 micrometers or less. $PM_{2.5}$ refers to particles that are 2.5 micrometers or less in diameter. PM can be made of a variety of compounds and contributes to respiratory illnesses and heart disease in humans. PM is an important cause of haze and can negatively impact natural ecosystems and damage crops (U.S. EPA, 2016).

County Attainment Status

Table C-1 provides the California ambient air quality standards (CAAQS), the national ambient air quality standards (NAAQS), and the County's attainment status. The County is currently in attainment for all federal ambient air quality standards. Regarding State ambient air quality standards, the County is in nonattainment for particulate matter 10 micron or less in diameter (PM_{10}) and ozone (O_3), and is Unclassified for particulate matter 2.5 micron or less in diameter ($PM_{2.5}$). The County obtained O_3 attainment for federal standards as of July 1, 2020 and is in attainment for all other pollutants.

Table C-1. Air Quality Standards and Attainment Status

Pollutant	Averaging Time	California Standards (CAAQS)		National Standards (NAAQS)	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone	8-hour	0.070 ppm	N	0.070 ppm	U/A
	1-hour	0.09 ppm (180 µg/m^3)	N	—	—
Carbon Monoxide	8-hours	9.0 ppm (10 mg/m^3)	A	9.0 ppm (10 m/m^3)	A
	1 hour	20.0 ppm (23 mg/m^3)	A	35.0 ppm (40 µg/m^3)	A
Nitrogen Dioxide	annual average	0.030 ppm (56 µg/m^3)	A	53 ppb	U/A
	1-hour	0.18 ppm (338 µg/m^3)	A	100 ppb	U/A
Sulfur Dioxide	annual average	—	—	Revoked	—
	24-hour	0.04 ppm (105 µg/m^3)	A	Revoked	—
	1-hour	0.25 ppm (655 µg/m^3)	A	75 ppb	*
Particulate Matter (PM_{10})	annual arithmetic mean	20 µg/m^3	N	revoked	A
	24-hour	50 µg/m^3	N	150 µg/m^3	A
Particulate Matter – Fine ($PM_{2.5}$)	annual arithmetic mean	12µg/m^3	U	12.0 µg/m^3	U/A
	24-hour	—	—	35 µg/m^3	U/A
Sulfates	24-hour	25 µg/m^3	A		
Lead	calendar quarter	—	—	1.5 µg/m^3	A
	30-day average	1.5 µg/m^3	A	—	—
	Rolling 3-month Average	—	—	0.15 µg/m^3	U
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m^3)	A	—	—
Vinyl Chloride (chloroethene)	24-hour	0.010 ppm (26 µg/m^3)		—	—

Pollutant	Averaging Time	California Standards (CAAQS)		National Standards (NAAQS)	
		Concentration	Attainment Status	Concentration	Attainment Status
Visibility Reducing Particles	8-hour (1000 to 1800 PST)		A	—	—

Source: SBCAPCD, 2022
- A=Attainment; N=Nonattainment; U=Unclassified; U/A=Unclassifiable/Attainment; NA-T=Nonattainment-Transitional
- mg/m^3=milligrams per cubic meter ppm=parts per million $\mu g/m^3$=micrograms per cubic meter– = No Standard
- U.S. EPA has not yet made final designations on attainment status. For more information, see https://www.epa.gov/sulfur-dioxide-designations

Table C-2 provides the information regarding the County exceedance of federal and state standards for O_3, PM_{10}, and $PM_{2.5}$ for a three-year period, from 2017 through 2019. The Thomas Fire occurred in December 2017, during which the SCCAB exceeded the federal 24-hour daily PM_{10} standard on 9 days and exceeded the federal 24-hour $PM_{2.5}$ standard on 13 days in 2017.

Table C-2. CAAQS and NAAQS Exceedance

Year	Number of Days Exceeding Standard					
	Ozone		PM_{10}		$PM_{2.5}$	
	Federal	State	Federal	State	Federal	State
2017	2 (8-hour)	1 (1-hour) 2 (8-hour)	9 (24-hour)	49 (24-hour)	13 (24-hour)	0
2018	0	0	0	27 (24-hour)	2 (24-hour)	0
2019	1 (8-hour)	1 (8-hour)	0	17 (8-hour)	0	0

Source: Dewberry, 2022f and 2022g.

Sensitive Receptors

Receptors sensitive to potential impacts of emissions or changes in air quality are usually populations such as the elderly, young children, or those with respiratory conditions, and land uses or industrial activity that may be negatively impacted by changes in air quality.

Northern Segment

Five land use designations within the proposed project northern segment vicinity are identified as potentially having sensitive receptors: medium density residential, high density residential, community commercial, planned residential, and open space/active recreation. Two of the sensitive receptors identified within the proposed project vicinity are Armitos Park and Jonny D. Neighborhood Wallis Park, which have land use designations of open space/ active recreation and are located approximately 50 and 300 feet southwest of the proposed project, respectively. Sensitive receptors identified in the planned residential land use designations include the L.C. Grossman Homes and the Kellogg Ranch developments, located approximately 150 feet and 200 feet southwest of the proposed project, respectively. Sensitive receptors identified in the high-density

residential land use designation include the La Goleta Apartment Complex, located east of San Jose Creek, approximately 100 feet east of the proposed project. The Goleta Neighborhood Clinic is a sensitive receptor located within the community commercial land use designation and is approximately 100 feet northwest of the proposed project. The sensitive receptor identified in the medium density residential land use designation includes the Maravilla Retirement Community, which is located north of Calle Real and approximately 200 feet northeast of the proposed project.

Southern Segment

Two land use designations within the proposed project southern segment vicinity are identified as potentially having sensitive receptors: Mobile Home Park and Old Town (commercial). The Rancho Goleta Lakeside Mobile Home Park is located approximately 160 feet east of the proposed project. Sensitive receptors in the Old Town land use designations include Winslowe Townhomes located approximately 80 feet west of the proposed project.

ii. Regulatory Setting

- Federal Clean Air Act (CAA)
- California Clean Air Act (CCAA)
- California Assembly Bill (AB) 32
- California Senate Bill (SB) 97
- California SB 375
- California SB 743
- California Executive Order (EO) S-01-07
- City General Plan/Coastal Land Use Plan (City General Plan)
- County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)
- SBCAPCD 2019 Ozone Air Quality Attainment Plan

iii. Thresholds of Significance

City of Goleta Thresholds

Pursuant to the City's Environmental Thresholds and Guidelines Manual, a significant adverse air quality impact may occur when a project, individually or cumulatively, triggers any of the following criteria:

Threshold AQ-1. Interfere with progress toward the attainment of the ozone standard by releasing emissions which equal or exceed the established long-term quantitative thresholds for nitrogen oxides (NOx) and reactive organic compounds (ROC; same as reactive organic gases [ROG]). Thresholds are 25 pounds/day of either NOx or ROG.

Threshold AQ-2. Equals or exceeds the state or federal ambient air quality standards for any criteria pollutant (as determined by modeling).

Threshold AQ-3. Results in toxic or hazardous pollutants in amounts which may increase cancer risks for the affected population.

Threshold AQ-4. Causes an odor nuisance problem impacting a considerable number of people.

Cumulative air quality impacts and consistency with the policies and measures in the City General Plan and the AQAP should be determined for all projects (i.e., whether the project exceeds the AQAP standards).

In addition, the significance thresholds that have been established by the SBCAPCD are considered appropriate for use as a guideline for the impact analysis because the City of Goleta has not yet adopted any new threshold criteria. There are no City thresholds of significance for construction emissions.

Santa Barbara County Thresholds

The County defines a significant adverse air quality impact when a project, either individually or cumulatively, triggers any one of the following:

- Interferes with progress toward the attainment of the ozone standard by releasing emissions which equal or exceed the established long-term quantitative thresholds for NO_X and ROG.
- Equals or exceeds the state or federal ambient air quality standard for any criteria pollutant (as determined by modeling).
- Odor or another air quality nuisance problem impacting a considerable number of people.

There are no County thresholds of significance for construction emissions.

SBCAPCD Thresholds

The SBCAPCD established thresholds by determining that a project would *not* have a significant air quality effect if it would (SBCAPCD, 2015):

- Emit less than the daily trigger of offsets set in the SBCAPCD New Source Review Rule for any pollutant.
- Emit less than 25 pounds per day (lbs/day) of NO_x or ROG from motor vehicle trips only.
- Not cause or contribute to a violation of any CAAQS or NAAQS (except ozone).
- Not exceed the SBCAPCD health risk public notification thresholds adopted by the SBCAPCD Board (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than 1.0 for non-cancer risk).
- Be consistent with the adopted federal and State Air Quality Plans.

iv. Project Specific Impacts

a) **Less than significant (CEQA Checklist a, City Thresholds for consistency with policies and measures, SBCAPCD** Thresholds for consistency with programs and plans). The primary source of air pollution would occur during proposed project construction as a result of construction activities (i.e., grading) and construction vehicle emissions over a one-year period. Construction air emission modeling for priority pollutants is provided below in **Table C-3**. The modeling indicates that construction air quality thresholds set by SBCAPCD would not be exceeded during proposed project construction; the City and County have not set construction thresholds. The proposed project would implement applicable SBCAPCD recommended best management practices (BMPs). This would minimize project construction-related emissions. Therefore, the proposed project construction would not conflict with or obstruct implementation of a City, County or SBCAPCD air quality management plan or AQAP. This impact is considered less than significant.

Upon construction completion, the proposed project would be a multipurpose path that would provide a link in the regional active transportation network identified in the City General Plan, the City's Bicycle and Pedestrian Master Plan, the County Comprehensive Plan/LCP, and the EGVCP. Operations of the proposed project would not result in new sources of emissions of criteria pollutants over time. Therefore, the proposed project would not conflict with a City, County, or SBCAPCD air quality management plan or AQAP. Impacts are less than significant in this regard.

b) **Less than significant (CEQA Checklist b, City Thresholds AQ-1 through AQ-3, County Thresholds for long-term NO_x and ROG and exceedance of state and federal standards, SBCAPCD Thresholds for emissions)**. The County is currently in attainment for all federal ambient air quality standards (refer to **Table C-1**, above). The County is in nonattainment-transitional status for ozone under state standards. The County is in nonattainment status for PM_{10} state standards and is Unclassified for state $PM_{2.5}$ standards. The County obtained ozone attainment for State standards effective July 1, 2020 and is in attainment status for all other state standards.

Temporary impacts resulting from the proposed project on air quality would be construction related. The proposed project would contribute temporary incremental increases in emissions; however, the construction emissions would not exceed the City, County or SBCAPCD thresholds. Two Air Quality Technical Memoranda were completed for the proposed project, one memorandum for each project segment, modeling the northern segment and the southern segment separately (Dewberry, 2022f and 2022g). The memoranda found that neither the northern segment nor the southern segment would exceed SBCAPCD thresholds. The northern segment and southern segment results of emissions modeling were combined to provide construction emissions for the proposed project (**Table C-3**). The proposed project would not exceed the SBCAPCD thresholds for emissions during construction.

Table C-3. Proposed Project Construction Emissions Predictions*

Emissions	SBCAPCD Thresholds	Project Emissions
CO_2e/GHGs	<10,000 $MTCO_2e$/yr	974 $MTCO_2e$ for construction phase
NO_2	< 25 lbs/day	11.91 lbs/day
ROG/ROC/VOCs	< 25 lbs/day	5.09 lbs/day
SO_2	n/a	0.18 lbs/day
$PM_{2.5}$	n/a	8.9 lbs/day
PM_{10}	n/a	40.75 lbs/day

Source: Dewberry, 2022f and 2022g.
Notes: CO_2e = carbon dioxide equivalent; lbs = pounds; n/a = not applicable
* There are no City or County thresholds of significance for construction emissions. The City and County thresholds are for operation of non-industrial stationary sources.

Air quality impacts related to construction would be temporary and would cease upon construction completion. Therefore, construction related impacts are considered less than significant. While mitigation measures are not required, construction best management practices (BMPs) would be implemented to minimize construction emissions.

The proposed project would be a multipurpose path that would provide a link in the regional active transportation network to encourage non-vehicular travel. The proposed project would not result in capacity increases for vehicles, increase Average Daily Travel (ADT) or Vehicle Miles Traveled (VMT), or induce changes in the surrounding land uses. Therefore, operations of the proposed project would not result in new sources of emissions of criteria pollutants over time, thus the proposed project would not exceed air quality emissions thresholds. Impacts are less than significant in this regard.

c) **Less than significant (CEQA Checklist c, City Thresholds AQ-1 through AQ-3, County Thresholds for long-term NO_x and ROG and exceedance of state and federal standards, SBCAPCD Thresholds for emissions).** There are nine sensitive receptors within 300 feet of the proposed project construction zone as described above. The proposed project is estimated to take one year to be constructed. During construction, local residents and sensitive receptors would be subject to temporary dust and vehicle emissions during daylight hours only (Monday to Friday, 8:00 AM to 5:00 PM). As discussed above, under question b, the proposed project results in construction air pollutant emissions less than the established thresholds (refer to **Table C-3**). The sensitive receptors in the vicinity of the proposed project site would experience a brief exposure period, approximately 12 months. This exposure period is limited and is less than the two-year exposure period typically assumed for health risk analysis for small construction projects and the three-year exposure period assumed for PM_{10} and CO hotspot analysis (Caltrans, 2020). With implementation of the BMPs, construction of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.

Sensitive receptors would not experience a permanent increase in air pollutant emissions as a result of the proposed project because the proposed project would provide a link in the regional active transportation network identified in the City General Plan, County

Comprehensive Plan/LCP, and the EGVCP. The proposed project would not result in capacity increases for vehicles, increase Average Daily Travel (ADT) or Vehicle Miles Traveled (VMT), or induce changes in the surrounding land uses. Therefore, operations of the proposed project would not result in new sources of emissions of criteria pollutants over time. The proposed project would not exceed air quality emissions thresholds and impacts to sensitive receptors would be less than significant.

d) **Less than significant (CEQA Checklist d, City Threshold AQ-4, County Thresholds for odor or another air quality nuisance problem effecting a considerable number of people, SBCAPCD Thresholds for emissions).** Construction activities at the proposed project site could include other emissions, including objectionable odors, from tailpipe diesel emission and from new asphalt. Other emissions, including odors, would be temporary and limited to the area adjacent to the construction operations. Thus, odors and other emissions would not affect a substantial number of people for an extended period of time. This impact would be less than significant, and no mitigation measures are required.

The proposed project would not create any additional long-term air quality or odors beyond those generated temporarily during from construction. Impacts regarding operations of the proposed project would be less than significant.

v. Cumulative Impacts

The short-term emissions are those that are generated during construction of the proposed project. The proposed project air pollutant emissions would be below air pollutant thresholds and would be further reduced through implementation of BMPs recommended by SBCAPCD. Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. As discussed in Appendix C, there are three nearby roadway and bridge projects that are anticipated to be constructed at approximately the same time as the proposed project: the SR 217 Bridge Replacement Project over San Jose Creek; the Hollister Avenue Bridge Project over San Jose Creek; and the US 101 Bridge Replacement Project over San Jose Creek. Each of these projects have independent utility, and while they cross over San Jose Creek, each project is distinct in its construction purpose, timing, and effect on the environment. All projects would be required to implement BMPs and project-specific mitigation to reduce air pollutant emissions during construction. Thus, the proposed project, in combination with past, present, and reasonably foreseeable projects, would be consistent with air quality management plans and would have construction emissions below the SBCAPCD thresholds. The proposed project's contribution to regional cumulative air quality impacts is therefore considered less than significant.

The proposed project does not add any uses or facilities that generate emissions operationally. The proposed project would provide an alternative mode of transportation within the City and County; thus, it has the potential to reduce vehicle emissions and pollutant loads from local residents seeking to access UCSB, Goleta Beach Park and other areas in the City and County through the active transportation network. Therefore,

operation of the proposed project would have a less than significant contribution to regional cumulative traffic. The proposed project's contribution to regional cumulative air quality impacts is therefore considered less than significant.

vi. Minimization Measures and Conditions

The proposed project would have less than significant impacts; therefore, no mitigation is required. However, the proposed project would be subject to the following BMPs during construction.

- Dust and Particulate Matter
    - Prepare and implement a Fugitive Dust Control Plan.
    - All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, will be effectively stabilized of dust emissions using water, chemical stabilizer/ suppressant, covered with a tarp or other suitable cover, or vegetative ground cover.
    - All on-site unpaved roads and off-site unpaved access roads will be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
    - All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities will be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
    - When materials are transported off-site, all material will be covered or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container will be maintained.
    - All operations will limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)
    - Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles will be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
    - Within urban areas, trackout will be immediately removed when it extends 50 feet or more from the site and at the end of each workday.
    - Limit traffic speeds on unpaved roads to 15 miles per hour (mph).
- Ozone and Greenhouse Gas Emissions
    - Alternative fueled or catalyst equipped diesel construction equipment will be used for the project.
    - Idling time will be reduced by shutting off equipment not in use or by minimizing idling time to 5 minutes maximum [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485).
    - Fossil-fueled equipment will be replaced by electrically driven equivalents (provided they are not run via a portable generator set).

- Construction will be curtailed during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways.
- Activity management will be implemented (e.g., rescheduling activities to reduce short-term impacts).

vii. Residual Impacts

The proposed project would result in no residual impacts to air quality with implementation of standard conditions of approval, which would ensure that construction activities remain below the air quality emissions thresholds.

D. Biological Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Biological Resources - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological	☐	☒	☐	☐

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
resources, such as a tree preservation policy or ordinance?				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

This section incorporates the analysis, findings, and recommendations in the *Natural Environment Study (NES) San Jose Creek Multipurpose Path Project – Northern Segment* (Dewberry, 2022a) and *NES San Jose Creek Multipurpose Path Project – Southern Segment* (Dewberry, 2022b).

i. Existing Setting

Habitats

The proposed project area contains both upland and aquatic habitats; the aquatic habitats include tidal and non-tidal areas. **Table D-1** summarizes the habitat types by acreages within the proposed project area. Habitat types are discussed in detail below for the two proposed project segments.

Table D-1. Habitat Types within the Proposed Project

Habitat Type	Northern Segment Acres	Southern Segment Acres	Proposed Project Total Acres
Upland Communities			
Barren	0	0.05	0.05
California Sycamore – Coast Live Oak Riparian Woodland	3.09	0.00	3.09
Common and Giant Reed Thicket	0.23	0.00	0.23
Coyote Brush Scrub	0	2.39	2.39
Ice Plant Mats	0	1.35	1.35
Myoporum Groves	0	0.08	0.08
Non-Native Grassland	0	1.03	1.03
Ornamental (Landscape)	0.64	0.00	0.64
Ruderal (Disturbed)	0.35	0.00	0.35
Urban (Developed)	4.04	10.58	14.62

Habitat Type	Northern Segment Acres	Southern Segment Acres	Proposed Project Total Acres
Aquatic Communities			
Arroyo Willow Riparian Thicket	0	0.76	0.76
Perennial Drainage Ditch	0.01	0.00	0.01
Riverine – Intermittent	0.90	2.93	3.83
Riverine – Tidal	0	2.55	2.55
Southern Coastal Salt Marsh (Pickleweed Mats)	0	1.04	1.04
Southern Coastal Scrub Shrub Wetland	0	0.13	0.13
Total	**9.26**	**22.89**	**32.15**
Source: Dewberry, 2022a and 2022b.			

Northern Segment Habitats

Terrestrial habitat types within the proposed project northern segment include common and giant reed thicket, California sycamore – coast live oak riparian woodland, ornamental (landscape), ruderal (disturbed), and urban (developed). Aquatic habitat types include riverine (intermittent) and the perennial drainage ditch. Topography is relatively flat with some gently rolling hills. The proposed project area is at an elevation range of approximately 35 to 60 feet above mean sea level (msl). San Jose Creek is the primary aquatic feature. **Table D-1**, above, summarizes the habitat types for the proposed project northern segment while **Figure D-1** provides a habitat map of the northern segment.

Common and Giant Reed Thicket

Within the proposed project northern segment area, this habitat type is found on the south side of US 101 along the margins of San Jose Creek, as well as in the southern portion along San Jose Creek. It consists of a dense, tall stand approximately 5 to 9 feet tall and almost completely comprised of giant reed *(Arundo donax).*

California Sycamore – Coast Live Oak Riparian Woodland

California sycamore – coast live oak riparian woodland habitat is the predominant vegetation type surrounding San Jose Creek. This habitat type is primarily vegetated by sycamore *(Platanus racemosa),* cottonwood *(Populus trichocarpa),* and arroyo willow *(Salix lasiolepis).*

Legend

Biological Study Area

Habitat Types

- Common Giant Reed Thicket
- Ornamental (Landscape)
- Riverine - Intermittent (San Jose Creek)
- Perennial Drainage Ditch
- Ruderal (Disturbed)
- Urban (Developed)
- California Sycamore - Coast Live Oak Riparian Woodland

Dewberry

0 50 100 200 Feet

Source: ESRI Online Basemap World Street Map and Aerial Imagery; Coordinate System NAD 83 State Plane California III FIPS 0403 Feet
Notes: This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, CA

Habitat Types within the Northern Segment

Figure D-1

Coast live oak *(Quercus agrifolia),* interior live oak *(Quercus wislizeni),* and eucalyptus *(Eucalyptus sp.)* also occur within this habitat type. The understory consists of non-native annual grasses and forbs including wild oats *(Avena spp.),* ripgut brome *(Bromus diandrus),* California bur-clover *(Medicago polymorpha),* short-pod mustard *(Hirschfeldia incana),* Russian thistle *(Salsola tragus),* bull mallow *(Malva nicaeensis),* mugwort *(Artemisia douglasiana),* Himalayan blackberry *(Rubus armeniacus),* poison oak *(Toxicodendron diversilobum),* nasturtium *(Tropaeolum majus),* canyon sunflower *(Venegasia carpesioides),* and bamboo *(Phyllostachys* sp.).

Ornamental (Landscape)

The area within the public right-of-way located between Calle Real and US 101 is dominated by native and non-native upland species which include silkoak *(Grevillea robusta),* spider gum *(Eucalyptus conferruminate),* Chinese elm *(Ulmus parvifolia),* toyon *(Heteromeles arbutifolia),* Santa Cruz island ironwood *(Lyonothamnus floribundus ssp. aspleniifolius),* silverleaf cotoneaster *(Cotoneaster pannosus),* and oleander *(Nerium oleander).*

Ruderal (Disturbed)

Within the proposed project northern segment area, ruderal (disturbed) vegetation occurs from the edges of pavement where vehicle impacts have compacted the soil and outward in the mowed and maintained portions of the Caltrans ROW where small amounts of annual non-native grassland are interspersed with roadside plantings. Dominant vegetation consists of weedy species such as Canadian horseweed *(Erigeron canadensis),* ripgut brome, slender wild oat *(Avena barbata),* and wild radish *(Raphanus sativus).* These areas are subjected to routine disturbance from vehicles and mowing.

Urban (Developed)

Within the proposed project northern segment area, urban areas are landscaped with ornamental species, paved or unpaved roadways and trails, or otherwise developed and generally lack natural vegetation. Urban areas within the proposed project northern segment area include the commercial, industrial, and residential properties adjacent to San Jose Creek, Armitos Avenue, Calle Real, US 101, and UPRR, and the existing Class I path north of Calle Real. Urban environments generally provide limited habitat for common wildlife species such as house sparrow (*Passer domesticus*), American crow, house mouse (*Mus musculus*), and opossum (*Didelphis virginiana*).

Riverine (Intermittent) and Perennial Drainage Ditch

Riverine habitats are distinguished by intermittent or continually running water and occur in association with a variety of terrestrial habitats. Within the proposed project northern segment area, San Jose Creek comprises the riverine habitat and contains flowing water

only for part of the year. Riverine habitat provides water and a migration corridor for a variety of amphibians, reptiles, and fish species.

From approximately 229 feet upstream of the US 101 northbound bridge, to just a few feet past southbound SR-101 bridge, the banks of San Jose Creek are lined with sloping concrete and in the center is an incised stream channel. This incised center channel is filled with coarse sand and seasonally with sparse vegetation. Sand bar willow *(Salix exiqua),* tall flatsedge *(Cyperus eragrostis),* and willow herb *(Epilobium ciliatum ssp. ciliatum)* grow here during summer and fall, and when the creek has no surface water. Short duration high velocity flows in the winter tend to clear the incised channel of vegetation.

The natural banks of San Jose Creek range from gently sloping to relatively steep, and in some areas undercut, and are vegetated primarily with the understory species described under the California sycamore – coast live oak riparian woodland habitat as well as common and giant reed. San Jose Creek is devoid of aquatic vegetation but there are areas with instream woody debris. The substrate within San Jose Creek consists of a coarse gravel with fine sands and silt as well as small to medium size angular rocks and cobbles. At the time of the wetland delineation, conducted in May 2019, there was water present within San Jose Creek, in the form of pools, at a depth of six inches to one foot. There was no flowing water present. It is expected that the creek will be dry, or dry with some areas of small ponding in the more heavily shaded areas, by early summer until late fall when the rainy season typically starts.

In addition, there is a concrete-lined perennial drainage ditch that flows into San Jose Creek from a culvert under Calle Real. A small amount of broadleaf cattail *(Typha latifolia)* can be found growing within this feature.

Wildlife species observed within this habitat type include crow (*Corvus brachyrhynchos*), brewer's blackbird (*Euphagus cyanocephalus*), northern mockingbird (*Mimus polyglottos*), black phoebe (*Sayornis nigricans*), starling (*Sturnus vulgaris*), house finch (*Haemorhous mexicanus*), mourning dove (*Zenaida macroura*), great egret *(Ardea alba),* mallard *(Anas platyrhynchos),* great blue heron *(Ardea Herodias),* and coot *(Fulica Americana)*.

<u>Southern Segment Habitats</u>
Terrestrial habitat types within the proposed project southern segment include barren, coyote brush scrub, ice plant mats, myoporum groves, non-native grassland, and urban (developed). Aquatic habitat types in the proposed project southern segment area include arroyo willow riparian thicket, southern coastal salt marsh (pickleweed mats), southern coastal scrub shrub wetland, and riverine (tidal and intermittent). Topography is relatively flat. The proposed project southern segment area is at an elevation range of approximately 2 to 8 feet above msl. San Jose Creek and the associated pickleweed mats are the primary aquatic features within the southern segment. **Table D-1**, above,

summarizes the habitat types for the southern segment while **Figures D-2** and **D-3** provides a habitat map of the southern segment.

Barren

Barren habitat is characterized by less than 2 percent total vegetation cover by herbaceous, desert, or nonwildland species and less than 10 percent cover by tree or shrub species. This habitat is limited to nonvegetated areas that have not been significantly disturbed but instead are naturally sparsely vegetated due to hydrology or other factors. Within the proposed project area, barren habitat occurs underneath the existing State Route (SR) 217 bridge.

Coyote Brush Scrub

This is a widespread and common vegetation community throughout California, not only in coastal settings. Various emergent trees may be present at low cover. Soils are variable, from sandy to relatively heavy clay. Within the proposed project southern segment area, coyote brush scrub is found mainly on the west side of San Jose Creek, in the compacted and disturbed areas between the creek and SR 217.

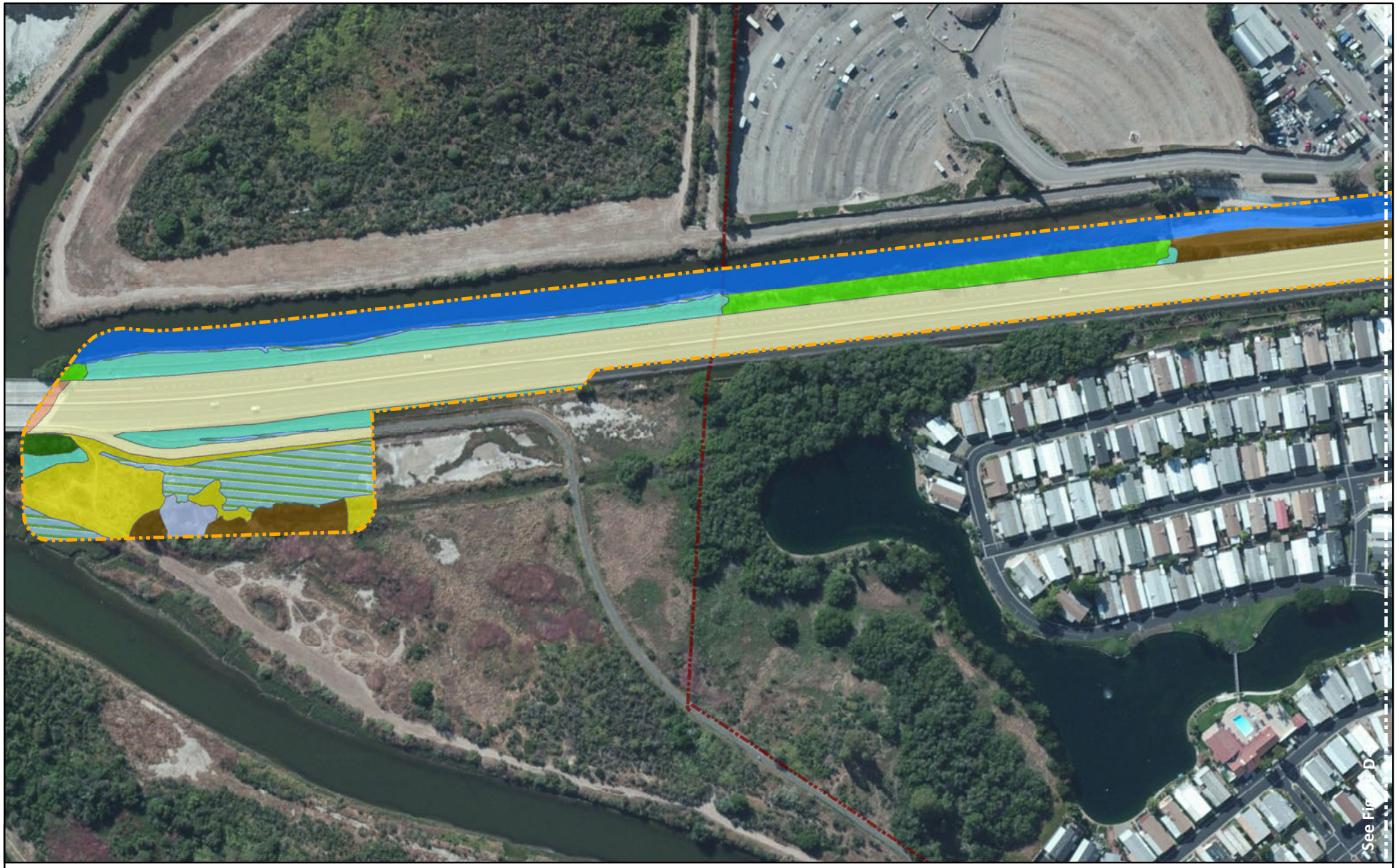
Common associates within the proposed project area include red brome (*Bromus madritensis*), black mustard (*Brassica nigra*), Italian thistle (*Carduus pycnocephalus*), onionweed (*Asphodelus fistulosus*), and tree tobacco (*Nicotiana glauca*).

Ice Plant Mats

The eastern bank of the tidally influenced portion of San Jose Creek, from the end of the arroyo willow thicket to its confluence with Atascadero Creek, consists entirely of highway ice plant (*Carpobrotus edulis*). This thicket forms a dense mat along the eastern bank making it of little habitat value or function to wildlife. Approximately 0.51 acre of ice plant mats occurs below the top of bank and considered non-native riparian habitat while the remaining 0.79 acre is along the top of bank and considered upland habitat.

Myoporum Groves

Stands of ngaio tree (*Myoporum laetum,* often called “Myoporum”), or myoporum groves, are common in disturbed coastal habitats in California. Ngaio tree has escaped cultivation in many areas and is commonly found near urban areas. It may crowd out native plants, growing to form dense stands. The myoporum grove can be found in a small patch of the proposed project area, at the southeast corner of SR-217 and San Jose Creek. This area also has three Canary Island date palm trees (*Phoenix canariensis*), a cluster of giant reed (*Arundo donax*), and a homeless camp. There is no comparable community, although historically, these areas may have been Coast Arroyo Willow Riparian Forest or Southern Coastal Bluff Scrub (Dewberry, 2022b).



Biological Study Area
Goleta City Boundary

Habitat Type

- Arroyo Willow Riparian Thicket
- Barren
- Coyote Brush Scrub
- Iceplant Mats
- Myoporum Groves
- Non-Native Grassland
- Riverine (Intermittent) - San Jose Creek
- Riverine (Tidal) - San Jose Creek
- Southern Coastal Salt Marsh (Pickleweed Mats)
- Southern Coastal Scrub Shrub Wetland
- Urban (Developed)

Dewberry

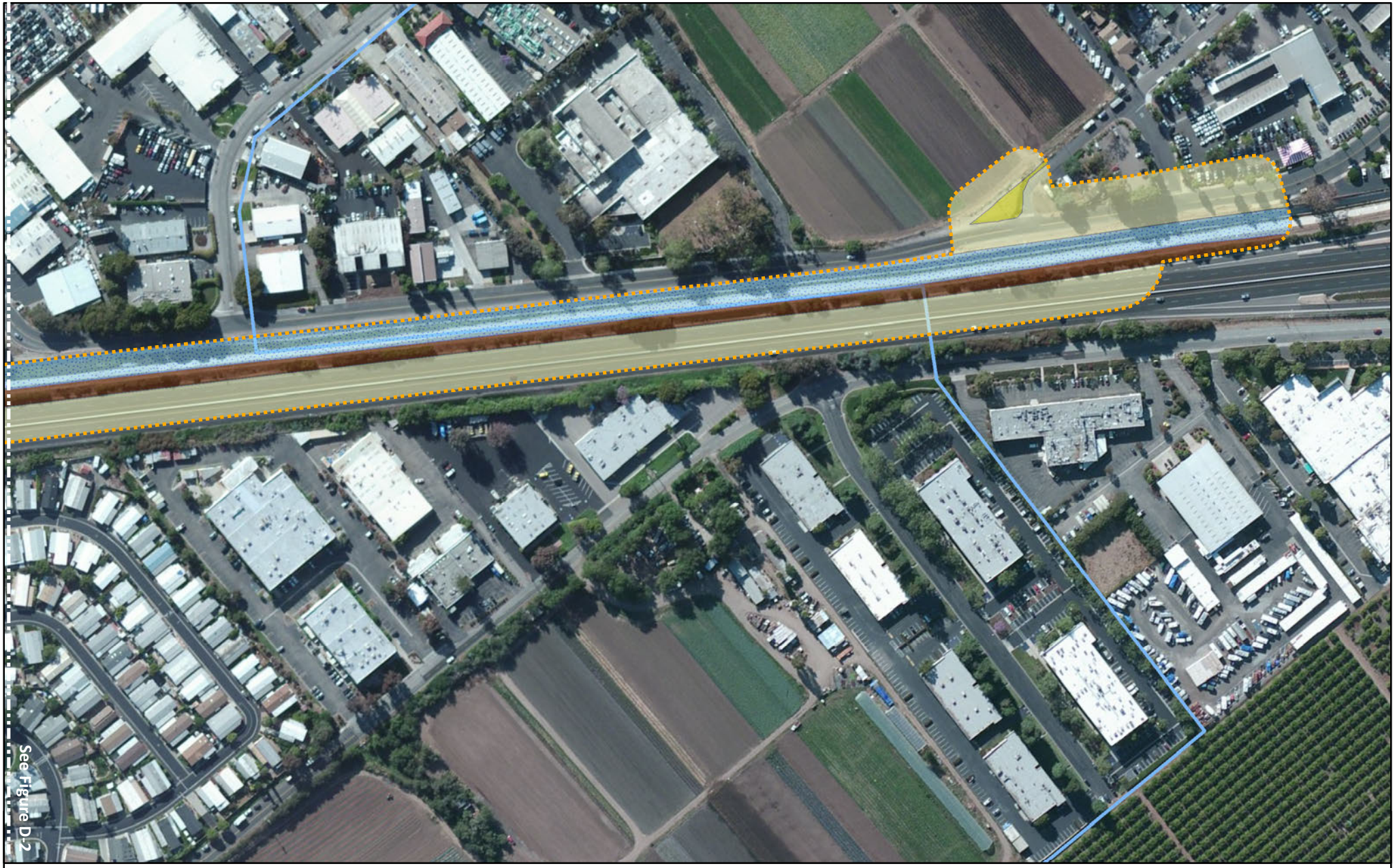
0 125 250 500 Feet

Source ESRI Online Basemap, Aerial Imagery;
Coordinate System NAD 83 State Plane
California V FIPS 0405 Feet; DHA, 2019
Notes This map was created for informational
and display purposes only;
boundary of riverine habitat is marked by the OHWM

San Jose Creek Multipurpose
Path Project
City of Goleta, Santa Barbara County, CA

Habitat Types within the
Southern Segment -
Southern End

Figure
D-2



Legend

Biological Study Area

Coastal Zone Boundary

Habitat Type

Coyote Brush Scrub

Non-Native Grassland

Riverine (Intermittent) - San Jose Creek

Urban (Developed)

Dewberry

0 125 250 500 Feet

Source: ESRI Online Basemap, Aerial Imagery;
Coordinate SystemNAD 83 State Plane California V FIPS 0405 Feet; DHA, 2019
Notes: This map was created for informational and display purposes only;
boundary of riverine habitat is marked by the OHWM

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

Habitat Types within the Southern Segment - Northern End

Figure D-3

Non-native Grassland

Non-native grassland habitat occurs near the existing Class 1 Atascadero Creek Bikeway (Obern Trail/Coast Route). The non-native grassland habitat within the proposed project area primarily consists of herbaceous vegetation dominated by non-native annual grasses and forbs. The vegetation observed within this habitat type consisted of wild oats (*Avena* spp.), ripgut brome (*Bromus diandrus*), California bur-clover (*Medicago polymorpha*), short-pod mustard (*Hirschfeldia incana*), tree-tobacco (*Nicotiana glauca*), Russian thistle (*Salsola tragus*), and bull mallow (*Malva nicaeensis*). Additional species included small patches of saltgrass (*Distichlis spicata*) and glasswort (*Salicornia pacifica*), more commonly known as "pickleweed", growing along the transition zone between the grassland and wetland habitats. A large patch of highway ice plant occurs along the southern limits of this habitat type.

Species observed in this habitat during the site visit included rufous-sided towhee (*Pipilo erythrophthalmus*), red winged blackbird (*Agelaius phoeniceus*), crow (*Corvus brachyrhynchos*), brewer's blackbird (*Euphagus cyanocephalus*), northern mockingbird (*Mimus polyglottos*), black phoebe (*Sayornis nigricans*), starling (*Sturnus vulgaris*), Anna's hummingbird (*Calypte anna*), lesser goldfinch (*Spinus psaltria*), song sparrow (*Melospiza melodia*), house finch (*Haemorhous mexicanus*), violet-green swallow (*Tachycineta thalassina*), turkey vulture (*Cathartes aura*), and California towhee (*Melozone crissalis*).

Urban (Developed)

Urban areas within the proposed project southern segment area include South Kellogg Avenue, SR 217, and the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route).

Arroyo Willow Riparian Thicket

Arroyo willow riparian thickets were observed within the streambed and along the eastern bank of San Jose Creek. This dense and generally closed-canopy community is dominated by arroyo willow (*Salix lasiolepis*), interspersed with patches of mulefat (*Baccharis salicifolia*), forming a mature upper canopy. This habitat is frequently flooded; consequently, the roots of the plants are adapted to an anaerobic environment. Understory species common to this habitat type include alkali heath (*Frankenia salina*), pickleweed (*Salicornia pacifica*), and alkali bulrush (*Bolboschoenus maritimus*). One invasive species, salt cedar (*Tamarix ramosissima*), was observed in sparse patches within this habitat type.

Wildlife species observed within this habitat type were similar to those observed within the non-native grassland.

Southern Coastal Salt Marsh (Pickleweed Mats)

The alkaline flats and salt marsh areas within the proposed project area are classified as southern coastal salt marsh, or pickleweed mats, because they are dominated almost exclusively by pickleweed. Common associates of this community within the proposed project area include alkali heath (*Frankenia salina*), salt grass, annual beard grass (*Polypogon monspeliensis*), fleshy jaumea (*Jaumea carnosa*), alkali weed (*Cressa truxillensis*), and poison hemlock (*Conium maculatum*). Alkali heath and fleshy jaumea are dominant in some areas, but not characterized or mapped as distinct communities due to their small size.

Southern Coastal Scrub Shrub Wetland

The southern coastal scrub-shrub wetland feature was dry at the time of the survey and evidence of soil cracking was noted. The dominant species within this feature consisted of arroyo willow, mulefat, and coyote bush (*Baccharis pilularis*). Sycamore (*Platanus racemosa*) and coast live oak (*Quercus agrifolia*) were also observed within this feature. Understory species observed within this feature consisted of sagebrush (*Artemisia californica*), big saltbush (*Atriplex lentiformis*), and coastal goldenbush (*Isocoma menziesii*), with smaller populations of spiny rush (*Juncus acutus*) and salt grass (*Distichlis spicata*). Soils within this feature consist of fine textured alluvium and sand.

Wildlife species observed within this habitat type were similar to those described above under the non-native grassland habitat.

Riverine (Tidal and Intermittent)

San Jose Creek consists of two riverine classifications within the proposed project southern segment area, tidal and intermittent. The banks within the tidal portion are natural and relatively steep and vegetated. The eastern bank is dominated by highway ice plant; however, an arroyo willow thicket (described above) also occurs on the eastern bank. The western bank is dominated by patches of big saltbush interspersed with weedy species such as yellow sweet-clover, tree tobacco, castor bean, onionweed, and black mustard. Small patches of pickleweed occur along the toe of bank adjacent to surface water, primarily along the western bank. The substrate of this portion of San Jose Creek is fine textured alluvium and sand and is devoid of aquatic vegetation within the open water portion.

There are no banks within the intermittent portion of the creek because this portion of San Jose Creek is completely channelized for flood protection and therefore confined between concrete walls. The bottom of this portion of the creek consists of an articulated concrete revetment mat along the bottom which includes fish passage with slotted weirs. A layer of fine textured alluvium and sand occurs along the eastern side of the channel. At the northeastern end of the proposed project area, the sandy portion of the creek is vegetated primarily with rabbitsfoot grass (*Polypogon monspeliensis*), transitioning into more

hydrophytic vegetation, such as arroyo willow and mulefat, towards the natural portion of the creek.

Wildlife species observed within this habitat type are similar to those described above under ruderal grassland but also include the following species: great egret (*Ardea alba*), double-crested cormorant (*Phalacrocorax auritus*), mallard (*Anas platyrhynchos*), great blue heron (*Ardea herodias*), black-necked stilt (*Himantopus mexicanus*), coot (*Fulica americana*), and western sandpiper (*Calidris mauri*).

Special-Status Plant Species

No special-status plant species were observed during the botanical surveys for the proposed project conducted in May 2019. After completion of the field surveys and review of existing information on special-status plant species in the proposed project region, it was determined that there are no special-status plant species with the potential to occur within the proposed project northern segment or the proposed project southern segment, based on the lack of suitable habitat. In addition, no special-status plant species were observed during botanical surveys for Caltrans' SR 217 San Jose Creek Bridge Project, conducted in May and July 2018, and US 101 San Jose Creek Bridge Project, conducted in April, June, July and September 2018.

Special-Status Wildlife Species

Sixteen (16) special-status wildlife species have the potential to occur within the proposed project vicinity. Of these 16 special-status species, 4 have the potential to occur within both the northern and southern segments, 8 have the potential to occur within just the northern segment, and 4 have the potential to occur within just the southern segment.

<u>Monarch Butterfly</u>
Monarch butterfly (*Danaus plexippus*) is a federal candidate species. It does not have a State listing; however, it is recognized as a California and Goleta special resource. The USFWS determined this species warranted listing, but the listing was precluded by higher listings on the National Priority List. Currently, it is planned that the monarch will be listed in 2024. Although the species is not threatened with extinction, its autumnal and winter aggregation sites, or roosts, are especially vulnerable to disturbance. Sites that provide the key elements essential for successful monarch butterfly aggregation areas and are locations where monarchs have been historically present are to be considered Environmentally Sensitive Habitat Areas (ESHAs). These elements include stands of eucalyptus or other suitable trees that offer shelter from strong winds and storms, provide a microclimate with adequate sunlight, are situated near a source of water or moisture, and that provide a source of nectar to nourish the butterflies.

The northern portion of the proposed project northern segment is within the Elks Grove monarch site and there is a recorded occurrence for this species within that area. The large mature trees in this area, particularly the eucalyptus, could provide suitable

overwintering habitat for this species. Butterflies were not observed within the proposed project area during the May 2019 survey; however, monarch butterflies are only known to overwinter in this area and were not expected to be present. Monarch butterflies only have the potential to occur within the northern segment of the proposed project.

Tidewater Goby

Tidewater goby (*Eucyclogobius newberryi*) is a federally listed endangered species by the U.S. Fish and Wildlife Service (USFWS) and a California species of special concern by the California Department of Fish and Wildlife (CDFW). Surveys targeting tidewater goby conducted in lower portions of San Pedro and San Jose Creek for the Goleta Park Bridge Project in 2008 and 2016 failed to locate any tidewater gobies (Dewberry, 2022a and 2022b). The USFWS considers all lower stream reaches of Goleta Slough suitable and accessible to tidewater goby. The reach of San Jose Creek subject to tidal influence provides suitable habitat for tidewater goby. Tidewater gobies were not observed during the surveys conducted in May 2019; however, protocol level surveys were not conducted. Tidewater goby only have the potential to occur within the southern segment of the proposed project.

Southern California Steelhead

Southern California steelhead (*Oncorhynchus mykiss irideus*) are a federally listed endangered species by National Oceanic and Atmospheric Administration (NOAA) Fisheries and a candidate for state listing as endangered by CDFW. Steelhead have been historically reported from Atascadero, San Jose, and San Pedro creeks, and trout were historically stocked in upper San Jose Creek. However, it is unclear if steelhead can traverse developed areas to upstream spawning areas due to barriers, such as grade stabilizers (Patterson Avenue and Southern California Gas on Atascadero Creek), concrete channel in San Jose Creek and the railroad bridge on San Pedro Creek. Recent anecdotal reports of rainbow trout (presumably steelhead) indicate this species may occur in Maria Ygnacio Creek and Atascadero Creek, indicating steelhead enter the Goleta Slough during high flow periods. The reach of San Jose Creek in the proposed project area provides a potential migration corridor to upstream spawning habitat. Available fish habitat includes sparse patches of overhanging vegetation (i.e., arroyo willow thickets and patches of overhanging riparian vegetation). No salmonids were observed within any portion of San Jose Creek during the surveys conducted in May 2019; however, specific surveys for southern California steelhead were not conducted for the proposed project. Protocol-level surveys were deemed unnecessary due to the proposed project limits' distance from San Jose Creek. Southern California steelhead have the potential to occur within both the southern and northern segments of the proposed project.

California Red-Legged Frog

California red-legged frog (CRLF; *Rana draytoni*) is federally listed as threatened under the Endangered Species Act (ESA) (61 FR 25813) and is designated as a species of special concern by CDFW. There are numerous recorded occurrences for CRLF within 5 miles of the proposed project. The non-tidal portion of San Jose Creek and the associated

riparian habitat provide potential dispersal habitat for CRLF. Due to the lack of standing water and deep pools and emergent vegetation, CRLF are not likely to breed within the portion of San Jose Creek in the proposed project northern segment area. CRLF may use the stream and riparian corridor as dispersal from more suitable habitat upstream of the northern segment. CRLF were not observed within the proposed project northern segment area during the May 2019 survey. The tidally influenced waters and channelized stream in the southern segment do not provide suitable habitat for CRLF.

Coast Range Newt

Coast Range newt (*Taricha torosa*) is designated as a species of special concern by CDFW. There are five recorded occurrences for Coast Range newt within five miles of the proposed project. The reach of San Jose Creek within the northern segment provides suitable breeding habitat for Coast Range newt. Available habitat includes undercut banks, overhanging vegetation, and some instream woody debris. In addition, San Jose Creek, within the proposed project northern segment, provides a migration corridor for Coast Range newt. Coast Range newt were not observed within the proposed project northern segment area during the May 2019 survey. Coast Range newt only have the potential to occur within the northern segment of the proposed project. These is no suitable habitat present within the southern segment of the proposed project.

Northern California Legless Lizard

Northern California legless lizard (NCLL; *Aniella pulcra*) is listed as a California species of special concern by CDFW. There are numerous recorded occurrences for NCLL within five miles of the proposed project. Within the proposed project northern segment, the high volume of human foot traffic through the riparian habitat around the Calle Real, US 101, and the UPRR bridges over San Jose Creek likely precludes this species from these areas due to soil compaction; however, the more undisturbed areas south of these bridges could be utilized by this species as soils are sandy and friable and numerous reptile burrows were observed during the May 2019 survey. Within the proposed project southern segment, the high volume of human foot traffic through the non-native grassland and scrub-shrub habitat likely precludes this species from these areas due to soil compaction; however, the undisturbed portions could be utilized by this species as soils are sandy and friable and numerous reptile burrows were observed. No NCLL were observed within the proposed project area during the May 2019 survey. NCLL have the potential to occur within both the northern and southern segments of the proposed project.

Western Pond Turtle

Western pond turtle (*Emys marmorata*), including both the northwestern (ssp. marmorata) and southwestern (ssp. pallida) subspecies, is a California species of concern. There are several recorded occurrences of western pond turtle within five miles of the proposed project. Within the proposed project northern segment, San Jose Creek provides marginally suitable habitat for this species because the creek is heavily shaded and the banks are too steep or too close to the road to provide suitable basking habitat; however, water is present year-round, and the instream woody debris provides suitable basking

structure. The overhanging vegetation likely provides suitable forage for this species. Within the proposed project southern segment, San Jose Creek provides marginally suitable habitat for this species as the lower portion of the creek is subject to daily tide fluctuations and the upper portion only contains water during periods of high rainfall; however, the constructed fish weirs and limited in-stream vegetation could provide suitable basking habitat while the overhanging vegetation of the arroyo willow thickets likely provides suitable forage for this species. In addition, the non-native grassland areas could provide marginal quality upland habitat. This species was not observed during the surveys conducted in May 2019. Western pond turtles have the potential to occur within both the northern and southern segments of the proposed project.

Coast Horned Lizard

Coast horned lizard (*Phrynosoma blainvillii*) are listed as a California species of special concern by CDFW. There are two recorded occurrences of coast horned lizard within five miles of the proposed project. The non-native grassland and scrub shrub habitats in the southern segment provides marginal quality habitat for this species. Coast horned lizards were not observed during the surveys conducted in May 2019. Coast horned lizard has the potential to occur within both the northern and southern segments of the proposed project.

Grasshopper Sparrow

Grasshopper sparrow (*Ammodramus savannarum*) is listed as a California species of special concern by CDFW. There are several recorded occurrences of grasshopper sparrow within five miles of the proposed project. The non-native grassland and wetland features could provide potential nesting and foraging habitat for grasshopper sparrow. This species was not observed during the surveys conducted in May 2019. Grasshopper sparrow only has the potential to occur within the southern segment of the proposed project.

Western Snowy Plover, Pacific Coast Population

Western snowy plover (*Charadrius nivosus nivosus*) is federally listed threatened by the USFWS and listed as a California species of special concern by CDFW. The Pacific coast population of the snowy plover is defined as those individuals that nest adjacent to tidal waters of the Pacific Ocean, and includes all nesting birds on the mainland coast, peninsulas, offshore islands, adjacent bays, estuaries, and coastal rivers. There are three CNDDB recorded occurrences for western snowy plover within 5 miles of the proposed project's southern segment. Past records are in Goleta Slough but considered extirpated at the southern segment location. The tidally influenced portion of San Jose Creek and the estuarine intertidal wetland habitat provide suitable, although low quality foraging and breeding habitat for this species. No suitable habitat occurs within the northern segment proposed project limits. No western snowy plovers were observed during the May 2019 survey or in Caltrans surveys in 2016 and 2018. The field surveys support the conclusion that western snowy plover does not occur in the project area.

White Tailed Kite

White tailed kite (*Elanus leucurus*) is a year-round resident in central California and is considered to be a fully protected species. There are several recorded occurrences of white-tailed kite within five miles of the proposed project area. The trees bordering and within the scrub shrub wetlands and grassland areas could provide potential nesting and foraging habitat. This species was not observed during the surveys conducted in May 2019. White-tailed kite only has the potential to occur within the southern segment of the proposed project.

Southwestern Willow Flycatcher

Southwestern willow flycatcher (*Empidonax traillii extimus*) is a federal and state endangered species. Federal critical habitat has been designated for the species, but not within the proposed project area. There are no recorded occurrences within five miles of the proposed project. The valley foothill riparian habitat provides suitable foraging habitat for this species however the high level of human disturbance and resulting habitat fragmentation precludes nesting. Southwestern willow flycatcher was not observed during the surveys conducted in May 2019. It is unlikely that this species is present in the Goleta and Santa Barbara area due to lack of extant records and poor-quality habitat.

Belding's Savannah Sparrow

Belding's savannah sparrow (*Passerculus sandwichensis beldingi*) is a non-migratory sparrow subspecies; this songbird is State-listed endangered by the California Endangered Species Act (CESA). There are several recorded occurrences of Belding's savannah sparrow within five miles of the proposed project. The pickleweed dominated areas within the wetland features could provide potential nesting and foraging areas for Belding's savannah sparrow. This species was not observed during the surveys conducted in May 2019. Belding's savannah sparrow only has the potential to occur within the southern segment of the proposed project.

Least Bell's Vireo

Least Bell's vireo (*Vireo bellii pusillus*) is a federal and State endangered species. Federal critical habitat has been designated for the species, but not within the proposed project area. There are no recorded occurrences for least Bell's vireo within five miles of the proposed project. The valley foothill riparian habitat provides suitable foraging habitat for this species however the high level of human disturbance and resulting habitat fragmentation precludes nesting. Least Bell's vireo was not observed during the surveys conducted in May 2019. It is unlikely that this species is present in the Goleta and Santa Barbara area due to lack of extant records and poor-quality habitat.

Pallid Bat

Pallid bat (*Antrozous pallidus*) is listed as a California species of special concern by CDFW. There is one recorded occurrence of pallid bat within five miles of the proposed project. The Calle Real, US 101, and UPRR bridges over San Jose Creek, and the large trees and snags within the proposed project area could provide suitable roosting habitat

for pallid bat, and other common bat species. No bats or signs of bats (i.e., guano or urine staining) were observed during the surveys conducted in May 2019. Pallid bat only has the potential to occur within the northern segment of the proposed project.

Western Mastiff Bat

Western mastiff bat (*Eumops perotis californicus*) is listed as a California species of special concern by CDFW. There is one recorded occurrence of western mastiff bat within five miles of the proposed project. The Calle Real, US 101, and UPRR bridges over San Jose Creek, and the large trees and snags within the proposed project could provide suitable roosting habitat for western mastiff bat, and other common bat species. No bats or signs of bats (i.e., guano or urine staining) were observed during the surveys conducted in May 2019. Western mastiff bat only has the potential to occur within the northern segment of the proposed project.

Western Red Bat

Western red bat (*Lasiurus blossevillii*) is listed as a California species of special concern by CDFW. There is one recorded occurrence of western red bat within five miles of the proposed project. The Calle Real, US 101, and UPRR bridges over San Jose Creek, and the large trees and snags within the proposed project could provide suitable roosting habitat for western red bat, and other common bat species. No bats or signs of bats (i.e., guano or urine staining) were observed during the surveys conducted in May 2019. Western red bat only has the potential to occur within the northern segment of the proposed project.

San Diego Woodrat

San Diego woodrat (*Neotoma lepida intermedia*) is listed as a California species of special concern by CDFW. There is one recorded occurrence of San Diego woodrat within five miles of the proposed project. The understory areas within the valley foothill riparian habitat could provide suitable habitat for this species. No woodrat middens were discovered in the proposed project area during the surveys conducted in May 2019, but middens can be difficult to detect if built in densely vegetated areas. San Diego woodrat only has the potential to occur within the northern segment of the proposed project.

Migratory Birds and Raptors

The proposed project area provides potential nesting habitat for migratory birds and raptors. Swallows, such as the barn swallow (*Hirundo rustica*) and cliff swallow (*Petrochelidon pyrrhonota*), and black phoebes commonly nest on the undersides of bridges that cross over, or are in close proximity to, aquatic habitats such as rivers, streams, and lakes. Common raptors, such as red-shouldered hawk (*Buteo lineatus*) and red-tailed hawk (*Buteo jamaicensis*), and birds, such as tree swallows (*Tachycineta bicolor*) and sparrows, commonly nest in large trees or large clumps of vegetation that overhang or are in close proximity (within 0.25 miles), to aquatic habitats such as rivers, streams, and lakes, as well as in close proximity to grasslands fields. All the habitat types within the proposed project area, as well as the Calle Real, US 101, UPRR and SR 217

bridges over San Jose Creek, provides potential nesting and foraging habitat for birds listed by the Migratory Bird Treaty Act (MBTA).

Critical Habitat and Essential Fish Habitat

A total of two critical habitats and two essential fish habitats (EFH) have the potential to occur within the proposed project vicinity. San Jose Creek is designated critical habitat for tidewater goby (southern segment only) and southern California steelhead. The portion of San Jose Creek within the southern segment provides EFH for coastal pelagic species and groundfish (Dewberry, 2022b)

Northern Segment Critical Habitat

National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries) designated critical habitat for seven evolutionarily significant units (ESU) of Pacific coast salmon and steelhead, including southern California steelhead, in California in September 2005 (70 Federal Register [FR] 52630; NOAA Fisheries, 2005). San Jose Creek is included in the critical habitat designation; the reach of San Jose within the northern segment is within designated critical habitat for southern California steelhead. Physical and biological features present in San Jose Creek include freshwater migration corridors. Migration opportunities can occur in wet years when high flows allow steelhead to migrate into the upper reaches of San Jose Creek where likely suitable over-summering/ rearing habitat and spawning habitat occurs.

Southern Segment Critical Habitat and Essential Fish Habitat

Tidewater goby final critical habitat was designated at nine locations in Santa Barbara County on January 31, 2008 (USFWS, 2008). The tidally influenced portion of San Jose Creek is within designated critical habitat for tidewater goby. The physical and biological features that are present in San Jose Creek for tidewater goby include suitable substrate.

The reach of San Jose Creek within the proposed project southern segment is within designated critical habitat for southern California steelhead. The project reaches of San Jose Creek in the southern segment provides the estuarine and freshwater biological and physical features necessary to be considered critical habitat for southern California steelhead. The tidal portion of San Jose Creek potentially provides freshwater migration corridors during periods of high rainfall and increased downstream flow when adults are migrating upstream, and estuarine areas for juvenile transition between fresh and saltwater during periods when juveniles are out-migrating (Caltrans, 2018; Dewberry, 2022a and 2022b).

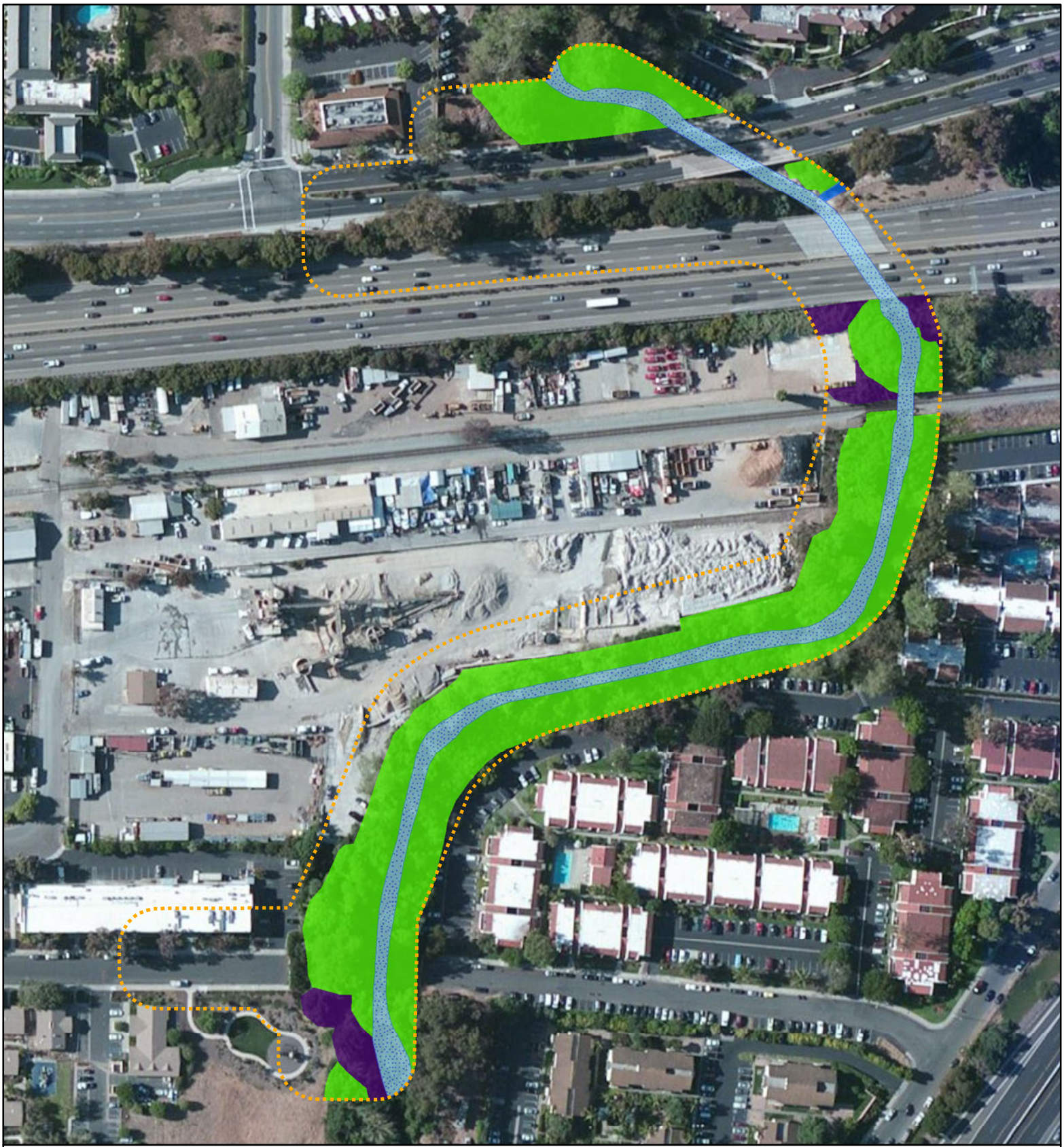
In addition, the reach of San Jose Creek within the southern segment contains EFH for coastal pelagic species and ground fish (Caltrans, 2018; Dewberry, 2022a and 2022b). The aquatic habitat in the tidal portion of San Jose Creek has brackish water, estuarine habitat conditions, and a muddy substrate. The area is subject to regular tidal influences and supports still, but not stagnant, waters. As described above, the relevant boundary of EFH within San Jose Creek is the mean higher high-water level, which is essentially

the same as the ordinary high-water mark (OHWM) which is around the 7-foot elevation mark.

Although past surveys in San Jose Creek and surrounding areas have not identified any of the fish species listed in the Pacific Coast Ground Fish Fisheries Management Plan, San Jose Creek does support suitable habitat for big skate (*Raja binoculata*) and leopard shark (*Triakis semifasciata*), both of which are included in the management plan (Caltrans, 2018; Dewberry, 2022a and 2022b). The only coastal pelagic species that potentially occur in estuaries such as that within San Jose Creek are sardines, although they are more common in the near shore and offshore.

Jurisdictional Aquatic Resources

The proposed project area contains aquatic resources that fall under the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), CDFW, and California Coastal Commission (CCC) jurisdictions. **Table D-2** summarizes potentially jurisdictional areas within the proposed project area by acreages. Waters of the U.S. delineated within the proposed project area include a total of 1.17 acres of CWA wetlands and a total of 6.39 acres of "other waters" (perennial and intermittent stream) below the OHWM in San Jose Creek. Waters of the State within the proposed project area includes waters of the U.S., as well as a total of 0.74 acres of non-native riparian habitat (common and giant reed thicket and ice plant mats), and 3.85 acres of riparian habitat (California sycamore – coast live oak riparian woodland and arroyo willow thicket). Both the non-native and native riparian habitat occur above the OHWM. Potential jurisdictional areas in the proposed project are shown on **Figures D-4, D-5,** and **D-6**.



Legend

Biological Study Area

Potentially Jurisdictional Aquatic Resources (Corps)

- Riverine (Intermittent) - San Jose Creek (0.90 acres)
- Perennial Drainage Ditch (0.01 acres)

Potentially Jurisdictional Aquatic Resources (CDFW and RWQCB)

- California Sycamore - Coast Live Oak Riparian Woodland (3.09 acres)
- Common and Giant Reed Thicket (0.23 acres)
- Perennial Drainage Ditch (0.01 acres)
- Riverine (Intermittent) - San Jose Creek (0.90 acres)

Dewberry

0 50 100 200 Feet

Source: ESRI Online Basemap World Street Map and Aerial Imagery;
Coordinate System NAD 83 State Plane California III FIPS 0403 Feet
Notes: This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, CA

Potentially Jurisdictional Aquatic Resources within the Northern Segment

Figure D-4

OHWM @ 7-Foot Elevation*

UP-2
WP-2
UP-1
WP-1

See Figure D-6

Legend

- Biological Study Area
- Goleta City Boundary
- Upland Data Points
- Wetland Data Points

Potentially Jurisdictional Aquatic Resources (Corps)

- Riverine (Tidal) - San Jose Creek (2.55 acres)
- Southern Coastal Salt Marsh (Pickleweed Mats) (1.04 acres)
- Southern Coastal Scrub Shrub Wetland (0.13 acres)

Potentially Jurisdictional Aquatic Resources (RWQCB, CDFW and CCC)

- Arroyo Willow Riparian Thicket (0.76 acres)
- Iceplant Mats (Non-Native Riparian) (0.51 acres)**
- Riverine (Tidal) - San Jose Creek (2.55 acres)
- Southern Coastal Salt Marsh (Pickleweed Mats) (1.04 acres)
- Southern Coastal Scrub Shrub Wetland (0.13 acres)

* Light-blue dashed line
** Not under CCC jurisdiction

Dewberry

0 70 140 280 Feet

Source ESRI Online Basemap, Aerial Imagery; Coordinate System NAD 83 State Plane California V FIPS 0405 Feet; DHA, 2019
Notes This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

Potentially Jurisdictional Aquatic Resources within the Southern Segment - Southern End

Figure D-5

Legend

Biological Study Area

Coastal Zone Boundary

Potentially Jurisdictional Aquatic Resources (Corps, CDFW, and RWQCB)

Riverine (Intermittent) - San Jose Creek (2.93 acres)

Dewberry

0 125 250 500 Feet

Source ESRI Online Basemap, Aerial Imagery; Coordinate System NAD 83 State Plane California V FIPS 0405 Feet; DHA, 2019
Notes This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

Potentially Jurisdictional Aquatic Resources within the Southern Segment - Northern End

Figure D-6

Table D-2. Potential Jurisdictional Areas within the Proposed Project

Jurisdictional Areas	Northern Segment		Southern Segment	
	Area in Square Feet	Area in Acres	Area in Square Feet	Area in Acres
CWA Wetlands[1]	0.00	0.00	50,965	1.17
Other Waters (Perennial and Intermittent Stream)[2]	39,640	0.91	238,709	5.48
Non-Native Riparian[3]	10,019	0.23	22,216	0.51
Riparian[4]	134,600	3.09	33,106	0.76

Source: Dewberry, 2022a and 2022b
[1] Corps jurisdictional wetlands are in areas along and/or adjacent to waters of the U. S. that support all three wetland parameters (i.e., hydrophytic vegetation, hydric soils, and wetland hydrology). Corps, RWQCB, CDFW, and CCC have jurisdiction over CWA Wetlands. CCC jurisdiction areas meet the criteria for Environmentally Sensitive Areas (EHSA).
[2] Corps waters of the U. S. are considered "Other Waters". located at or below the OHWM and lack one or more of the three wetland parameters (i.e., hydrophytic vegetation, hydric soils, and/or wetland hydrology). RWQCB and CDFW jurisdiction extends from the channel bed to the tops of banks or outer edge of riparian canopy (whichever is greater). This includes any wetlands that have a hydrologic connection to a stream. CCC jurisdiction areas meet the criteria for Environmentally Sensitive Areas (EHSA).
[3] Common and giant reed thickets (northern segment) and ice plant mats (southern segment) along banks above OHWM
[4] California sycamore – coast live oak riparian woodland (northern segment) and arroyo willow thickets (southern segment) along banks above OHWM

Movement Corridors

San Jose Creek provides a migration/movement corridor, allowing for fish and wildlife species to move between the Pacific Ocean and coastal areas to the upper watersheds, and the wildlife habitats of the Santa Ynez Mountains. Highways and roads can present an impassable barrier to many wildlife species and are hazardous for wildlife to cross. Relatively unimpeded waterways, such as portions of San Jose Creek, within the proposed project area, provide important movement corridors which allow dispersal and subsequent gene flow between wildlife populations separated by roads and populated areas. However, the intermittent portion of San Jose Creek, within the southern segment, is completely channelized for flood protection and therefore confined between concrete walls. The bottom of this portion of the creek consists of an articulated concrete revetment mat along the bottom which includes fish passage with slotted weirs. The status of fish passage through this revetment is currently undetermined (Caltrans, 2019). San Jose Creek may also function as an important habitat for bird species during migration through the Pacific Flyway.

ii. Regulatory Setting

- Clean Water Act (CWA)
- Federal Endangered Species Act (ESA)
- Magnuson-Stevens Fishery Conservation
- Federal Migratory Bird Treaty Act (MBTA)
- Marine Mammal Protection Act
- Coastal Zone Management Act

- Federal Executive Order (EO) 11990
- Federal EO 13112
- California Endangered Species Act (CEQA)
- California of Fish and Game Code
- Porter-Cologne Water Quality Act
- California Coastal Act
- California Public Resources Code (PRC) 20183.4
- City of Goleta General Plan/Coastal Land Use Plan (City General Plan)
- Santa Barbara County Comprehensive Plan/Local Coastal Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)
- Goleta Slough Area Sea Level Rise and Management Plan

iii. Thresholds of Significance

City of Goleta Thresholds

A significant impact on biological resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist or exceeds the City of Goleta's Environmental Thresholds and Guidelines Manual biological resources thresholds of significance, as discussed below.

Threshold BIO-1. *Types of Impacts to Biological Resources*. Disturbances to habitats or species may be significant, based on substantial evidence in the record, if they substantially impact significant resources in the following ways:

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

Threshold BIO-2. *Less Than Significant Impacts*. The Environmental Thresholds and Guidelines Manual provides examples of areas in the City of Goleta where impacts to habitat are presumed to be less than significant, including:

1. Small acreages of non-native grassland if wildlife values are low.
2. Individuals or stands of non-native trees if not used by important animal species such as raptors or monarch butterflies.

3. Areas of historical disturbance such as intensive agriculture.
4. Small pockets of habitats already significantly fragmented or isolated, and disturbed or degraded.
5. Areas of primarily ruderal species resulting from pre-existing man-made disturbance.

Santa Barbara County Thresholds

Wetlands

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 a potentially significant impact. Projects which disrupt the hydrology of wetlands systems would be considered to have a potentially significant impact.

Coastal Salt Marsh

Project created impacts may be considered significant due to the potential to change species composition and habitat value through: substantial alteration of tidal circulation or decrease of tidal prism; adverse hydrologic changes; substantial increase of sedimentation, introduction of toxic elements or alteration of ambient water temperature; construction activity which creates indirect impacts such as noise and turbidity on sensitive animal species, especially during critical periods such as breeding and nesting; disruption of wildlife dispersal corridors; or disturbance or removal of substantial amounts of marsh habitats.

Riparian Habitats

Project created impacts may be considered significant due to: direct removal of riparian vegetation; disruption of riparian wildlife habitat, particularly animal dispersal corridors and or understory vegetation; or intrusion within the upland edge of the riparian canopy leading to potential disruption of animal migration, breeding, etc. through increased noise, light and glare, and human or domestic animal intrusion; or construction activity which disrupts critical time periods for fish and other wildlife species.

Individual Native Trees

Project created impacts may be considered significant due to the loss of 10 percent or more of the trees of biological value on a project site.

Other Rare Habitat Types

Not all habitat-types found in Santa Barbara County are addressed by the habitat-specific guidelines. Impacts to other habitat types or species may be considered significant, based on substantial evidence in the record, if they substantially: (1) reduce or eliminate species diversity or abundance; (2) reduce or eliminate the quality of nesting areas; (3) limit reproductive capacity through losses of individuals or habitat; (4) fragment, eliminate, or

otherwise disrupt foraging areas and/or access to food sources; (5) limit or fragment range and movement; or (6) interfere with natural processes, such as fire or flooding, upon which the habitat depends.

iv. Project Specific Impacts

a) **Less than significant with mitigation (CEQA Checklist a, City Thresholds BIO-1 and BIO-2, No applicable County Threshold).** The following analyzes potential impacts to special-status species. Impacts specific to sensitive natural communities are discussed in detail below, under question b, while impacts to wetlands are discussed in detail below, under question c.

Special-Status Plant Species

The field surveys conducted for the proposed project as well as by Caltrans for the SR 217 San Jose Creek Bridge Project and the US 101 San Jose Creek Bridge Project are considered sufficient for determining potential presence of special status plants on this proposed project. No special-status plant species were observed during the botanical surveys. Therefore, there are no special-status plant species, or associated habitat, within the proposed project area. Thus, no impacts to special-status plants would occur, and mitigation is not required.

Special-Status Wildlife Species

Impacts to special-status wildlife species could include direct harm if they were to become trapped in the construction area, come into contact with construction personnel and/or equipment, or be inhibited from movement through the construction area. The following provides a discussion regarding impacts to the special-status wildlife species that have the potential to occur within the proposed project area.

<u>Monarch Butterfly</u>
The proposed project would remove up to 82 trees, within the proposed project northern segment. Of the trees to be removed, approximately 25 native species and 9 non-native species would be removed within close proximity to the Elds Grove monarch site. These trees, including the non-native tress, provide an important habitat value and function for monarch butterflies. **Table D-3**, below, shows the native and important habitat trees to be removed.

Table D-3. Native and Important Habitat Trees

Tree Species	Number to be removed
Eucalyptus (*Eucalyptus spp.*)[1]	9
Oak (*Quercus spp.*)	6
Cottonwood (*Populus trichocarpa*)	10
Sycamore (*Platanus racemosa*)	9
Source: Dewberry, 2022a and 2022b [1]Eucalyptus are non-native but provide overwintering roosting habitat for monarch butterflies	

Tree removal could result in a loss of suitable overwintering habitat if the trees removed are determined to provide suitable habitat. However, with the implementation of **Mitigation Measure BIO-1,** proposed project impacts on monarch butterflies would be reduced to less than significant levels.

Tidewater Goby, Southern California Steelhead, Designated Critical Habitat, and EFH

Within the southern segment, the proposed project would not involve any permanent or temporary modification or alteration of San Jose Creek; the creek would not be directly impacted by construction activities as no work would take place below the OHWM. However, since construction would take place adjacent to San Jose Creek, potential indirect impacts could result from increased sedimentation rates if fine sediment is discharged into San Jose Creek during construction. In addition, the sounds from pile driving could result in temporary impacts to individual tidewater gobies (southern segment only) and southern California steelhead because of the presence of saturated soils. Thus, there is the potential for tidewater goby and southern California steelhead to be harassed from pile driving. It is anticipated there is potential for tidewater goby to be harassed from pile driving noise levels (Dewberry, 2022b). Temporary impacts would include altering the behavior and physical health of gobies and steelhead that are subjected to sound waves. The type and magnitude of the effects on these species are dependent on the method of pile driving, mass of an affected tidewater goby or southern California steelhead, and the location of individual fish in the water in relation to pile driving (Dewberry, 2022b). No pile driving activities would take place within the active channel of San Jose Creek, nor within the top of bank of San Jose Creek; pile driving would occur a minimum of 30 feet from the active channel of San Jose Creek.

Within the proposed project northern segment, approximately 0.304 acres of shaded riverine aquatic (SRA) habitat (i.e., California sycamore – coast live oak riparian woodland) would be permanently impacted, and approximately 0.204 acres of SRA would be temporarily impacted as a result of construction access and staging areas. Within the proposed project southern segment, approximately 0.09 acres of SRA habitat (i.e., arroyo willow riparian thicket) would be permanently impacted; there would be no temporary impacts to SRA habitat. This loss of riparian habitat could result in the degradation of migratory corridors for southern California steelhead and foraging habitat for tidewater goby. Removal of riparian trees and shrubs would result in loss of shade, which has the potential to increase summer stream temperatures, decrease water quality, decrease available food sources and detritus associated with canopy cover, and affect growth and condition of juvenile salmonids. Implementation of **Mitigation Measures BIO-2** and **BIO-3** would reduce proposed project impacts on tidewater goby, southern California steelhead, designated critical habitat, and EFH to less than significant levels.

CRLF, Coast Range Newt, NCLL, Western Pond Turtle, and Coast Horned Lizard

Mortality or injury of CRLF, Coast Range newt, NCLL, western pond turtle, and coast horned lizard in aquatic and upland habitats could occur by crushing by construction equipment or if displaced from cover, exposing them to predators and desiccation. Trenches left open during the night could trap amphibians moving through the

construction area. Moreover, construction activities could temporarily impede the movement of juvenile and adult life stages of special-status amphibians and reptiles dispersing between breeding areas and summer refugia sites. **Mitigation Measure BIO-4** and **BIO-5** would be implemented to reduce proposed project impacts on CRLF, Coast Range newt, NCLL, western pond turtle, and coast horned lizard to less than significant levels.

Southwestern Willow Flycatcher and Least Bell's Vireo

The loss of riparian vegetation has the potential to impact foraging habitat for southwestern willow flycatcher and least Bell's vireo, although higher quality habitat is available elsewhere in Santa Barbara County. The proposed project is not expected to result in impacts to, or take of, either species because of the lack of suitable nesting habitat and the low chance that either species is present in the region. However, with the implementation of **Mitigation Measure BIO-6,** would be implemented to reduce proposed project impacts on these species to less than significant levels.

Grasshopper Sparrow, White Tailed Kite, Belding's Savannah Sparrow, and Other Migratory Birds and Raptors

If construction begins during the breeding season (February 1 through August 31), and birds are nesting in or immediately adjacent to the proposed project area, then disturbance associated with the use of heavy equipment in the proposed project area could adversely affect nesting birds. Indirect impacts to nesting birds during construction could extend up to 250 feet from the limits of construction. Potential impacts could include abandonment of nest sites and the mortality of young. Any disturbance that causes nest abandonment and subsequent loss of eggs or developing young at active nests located near the proposed project site would violate the MBTA. **Mitigation Measure BIO-7** would be implemented to reduce proposed project impacts on grasshopper sparrow, white tailed kite, Belding's savannah sparrow, and other migratory birds and raptors to less than significant levels.

Pallid Bat, Western Mastiff Bat, and Western Red Bat

Construction of the multipurpose path underneath the Calle Real, US 101, and UPRR, bridges could potentially disrupt roosting bats and indirectly injure or cause mortality if roosting bats were to come into contact with construction equipment and/or workers. The installation of additional railroad ties on the UPRR bridge, could also result in the potential disruption of roosting bats. It is anticipated the proposed project would be constructed within the same project area as the US 101 San Jose Creek Bridge and the SR 217 San Jose Creek Bridge. If bats are roosting in trees during grubbing and clearing activities, there is the potential to disrupt roosting and result in mortality to individual bats. Disruption of roosting would cause bats to relocate to another suitable roost site potentially exposing them to increased stress and chance of predation. **Mitigation Measure BIO-8** would be implemented to reduce proposed project impacts on pallid bat, western mastiff bat, and western red bat to less than significant levels.

San Diego Desert Woodrat

The movement of construction equipment within suitable habitat could crush San Diego desert woodrat or their houses. Construction trenches left open during the night could trap woodrats moving through the construction area. Moreover, construction activities could temporarily impede the movement of this species during normal dispersal activities. **Mitigation Measure BIO-9** would be implemented to reduce proposed project impacts on San Diego desert woodrat to less than significant levels.

b) **Less than significant with mitigation (CEQA Checklist b, City Thresholds BIO-1 and BIO-2, County Thresholds for riparian habitat, native trees, and rare habitats).** While not considered a sensitive natural community, riparian habitat is regulated by CDFW under Section 1602 of the CFGC for the purpose of protecting fish and wildlife resources. **Table D-4** provides total impact areas for permanent and temporary impacts to potentially jurisdictional waters in the proposed project area.

Table D-4. Impacts to Potentially Jurisdictional Waters in the Proposed Project Area

Protected Habitat/Jurisdictional Area	Permanent (acres)	Temporary (acres)
Northern Segment		
Intermittent Stream[1], and Steelhead Critical Habitat	0.005	0.029
Riparian[2], California sycamore – coast live oak riparian woodland	0.304	0.204
Southern Segment		
Wetlands (Pickleweed Mats/Southern Coastal Salt Marsh)[4]	0.02	0.00
Perennial Stream[5], Steelhead and Tidewater Goby Critical Habitat, and EFH	0.00	0.00
Riparian[6]	0.15	0.00
Total Corps Jurisdiction[7]	**0.025**	**0.029**
Total RWQCB and CDFW Jurisdiction[8]	**0.479**	**0.233**
Total CCC ESHAs[9]	**0.17**	**0.000**

Source: Dewberry, 2022a and 2022b.
[1] Below the OHWM
[2] Comprised of California sycamore – coast live oak riparian woodland
[3] This impact is included in the overall impacted acreages of riparian habitat
[4] The only type of 3-parameter wetlands in the BSA
[5] Below the OHWM
[6] Comprised of arroyo willow thickets plant communities
[7] Includes wetlands and other waters
[8] Includes intermittent stream, perennial stream and riparian, some of which overlap with Corps jurisdiction; also considered ESHA in the City of Goleta's General Plan
[9] Includes wetlands, perennial stream, and 1-parameter wetlands in riparian habitats

Within the proposed project northern segment, approximately 0.304 acres of California sycamore – coast live oak riparian woodland habitat would be permanently impacted and approximately 0.204 acres would be temporarily impacted as a result of construction access and staging areas. In addition, the proposed project northern segment would include the removal of approximately 82 trees consisting of native and non-native species. Within the proposed project southern segment, approximately 0.15 acres of arroyo willow riparian thicket would be permanently impacted; no temporary impacts would occur. **Mitigation Measure BIO-2** would be implemented to reduce proposed project impacts to less than significant levels.

c) **Less than significant with mitigation (CEQA Checklist c, City Thresholds BIO-1 and BIO-2, County Thresholds for wetlands and coastal salt marsh).** Potentially jurisdictional features within the proposed project area include wetlands (southern coastal salt marsh [pickleweed mats] and southern coastal scrub shrub) and other waters of the U.S. (San Jose Creek and ephemeral drainage). The proposed project has been designed to minimize impacts to wetlands and other waters to the maximum extent practicable. The multipurpose path, including the pedestrian undercrossing and bridge, would be constructed outside of the creek channel; therefore, there would be no permanent loss to jurisdictional waters of the U.S. As provided in **Table D-4**, the proposed project would result in approximately 0.02 acres of permanent impacts to potentially jurisdictional wetlands located within the proposed project southern segment due to the alignment of the multipurpose path. No wetlands are located with the proposed project northern segment; however, the proposed project would result in 0.005 acres of permanent impacts to other waters of the U.S. within the northern segment. **Mitigation Measure BIO-2** would be implemented to reduce proposed project impacts to less than significant levels.

d) **Less than significant with mitigation (CEQA Checklist d, City Thresholds BIO-1 and BIO-2, County Thresholds for wetlands, coastal salt marsh, riparian habitats, native trees, and rare habitats)**. San Jose Creek, as well as the associated riparian forest habitats, provide a relatively undisturbed movement corridor between the Pacific Ocean and coastal areas to the upper watersheds, and the wildlife habitats of the Santa Ynez Mountains. San Jose Creek allows common aquatic and terrestrial wildlife species to safely disperse through the creek and riparian corridor, through the highly developed areas of Santa Barbara County. Highways and roads can present an impassable barrier to many wildlife species and are hazardous for wildlife to cross. Relatively unimpeded waterways such as San Jose Creek provide important movement corridors, which allow dispersal and subsequent gene flow between wildlife populations separated by roads and populated areas. The proposed project would not remove, degrade, or otherwise interfere substantially with the structure or function of these wildlife movement corridors. Temporary disruption of wildlife movement would occur during the construction period. **Mitigation Measures BIO-2, BIO-4,** and **BIO-5** would be implemented to reduce proposed project impacts to less than significant levels.

e) **Less than significant with mitigation (CEQA Checklist e, City Thresholds BIO-1 and BIO-2, County Thresholds for wetlands, coastal salt marsh, riparian habitats, native trees, and rare habitats)**. A formal tree survey was not conducted for the proposed project; however, native oak and other riparian tree species were observed during the field visit along the banks of San Jose Creek within the proposed project northern segment. Implementation of the proposed project would result in permanent and temporary impacts on protected trees. Oak trees, and other trees and habitats are protected under the California public resources code (PRC) 20183.4 (Impacts to Oak Woodlands); the City's Grading, Erosion, and Sediment Control Ordinance (Goleta Municipal Code 15.09) with Appendix A Grading Ordinance Guidelines for Native Oak Tree Removal; and the City General Plan Policies CE 9 and CE 14. The proposed project would result in tree removal and could result in root compaction caused by construction equipment operation in the protected zone of the trees. Temporary impacts resulting from the proposed project include pruning and minor root zone disturbance. This could conflict with the policies and ordinances; however, **Mitigation Measure BIO-2** would be implemented to reduce proposed project impacts to less than significant levels.

f) **No impact (CEQA Checklist f, City Thresholds BIO-1 and BIO-2, County Thresholds for wetlands, coastal salt marsh, riparian habitats, native trees, and rare habitats).** The proposed project is not within an adopted habitat conservation plan or natural community conservation plan. Therefore, the proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

v. Cumulative Impacts

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. The proposed project would not combine with past, present, and reasonably foreseeable projects in the area. While potential impacts could occur, the mitigation measures required for this proposed project, along with BMPs and the minimization and mitigation measures required for the nearby projects would reduce individual project impacts. In addition, each project would be responsible for obtaining applicable permits which would further reduce impacts to biological resources. Therefore, impacts of the proposed project would not have the potential to combine with impacts from past, present, or reasonably foreseeable projects to result in a cumulative impact. Cumulative impacts are considered less than significant with the implementation of mitigation measures.

vi. Mitigation Measures and Conditions

Mitigation Measure BIO-1: The City will implement measures to avoid and minimize impacts on monarch butterfly. Prior to conducting work and during the work associated with the northern segment, the following measures will be implemented:

- Before any tree removal in the Elk Grove monarch overwintering habitat, a qualified biologist will survey for the presence of roosting or aggregated, overwintering monarch butterflies.
- A temporary fence will be installed along the outer boundary of the buffer zone prior to and during any grading and construction activities on the site.
- If an active roost or aggregation is present on the project site, any construction grading, or other development within 200 feet of the active roost, will be prohibited between October 1 and March 1.

Mitigation Measure BIO-2: The City will implement measures to avoid and minimize impacts to jurisdictional aquatic resources, tidewater goby critical habitat, southern California steelhead critical habitat, and coastal pelagic and groundfish EFH. Prior to conducting work and during work, the following measures will be implemented:

- The contractor will develop and implement a toxic materials control and spill response plan to regulate the use of hazardous materials, such as the petroleum-based products used as fuel and lubricants for equipment and other potentially toxic materials associated with project construction.
- Standard construction BMPs will be described in full in the project's SWPPP or Water Pollution Control Plan (WPCP). These BMPs will be implemented throughout construction to avoid and minimize adverse effects to the water quality within the project site. Appropriate erosion control measures will be used (including, but not limited to, straw wattles, filter fences, vegetative buffer strips, or other accepted equivalents) to reduce siltation and contaminated runoff from project sites. All erosion control materials, including straw wattles and erosion control blanket material, used on-site will be biodegradable. Use of erosion control containing plastic monofilament will not be allowed as wildlife may become entrapped in this material. Wattles should be wrapped with 100 percent biodegradable materials like burlap, jute, or coir.
- Measures will be implemented during ground-disturbing activities to reduce erosion and sedimentation. These measures can include, but are not limited to, mulches, soil binders/ erosion control blankets, silt fencing, fiber rolls, and temporary berms.
- Existing vegetation not designated to be removed, will be protected, using temporary fencing or other protection devices where feasible, to reduce erosion and sedimentation.
- Exposed soils will be covered by loose bulk materials or other materials, such as visqueen, to reduce erosion and runoff during rainfall events.
- Exposed soils will be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by winds and construction activities such as traffic and grading activities.
- All erosion control measures and storm water control measures will be properly maintained until the site has returned to a pre-construction state.

- Protective fencing will be constructed around environmentally sensitive areas, habitats of special concern, and natural communities to protect and avoid these areas.
- All disturbed areas will be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species.
- All construction materials will be hauled off-site after completion of construction activities.
- Excavated material will be stored away from the low-flow channel to prevent incidental discharge.
- Silty or turbid water produced from construction activities will not be discharged into San Jose Creek until filtered or allowed to settle prior to discharge.
- During construction, the cleaning and refueling of equipment and vehicles will occur only within a designated staging area. This area will either be a minimum of 100 feet from aquatic areas or if the area is less than 100 feet from aquatic areas the area must be surrounded by barriers or secondary containment (e.g., fiber rolls or equivalent). The staging areas will conform to BMPs applicable to attaining zero discharge of storm water runoff. At a minimum, all equipment and vehicles will be checked and maintained by the contractor daily to ensure proper operation and avoid potential leaks or spills.
- During construction of the northern segment, instream work will be limited to the low-flow period from June 1 and October 31 in any given year, when the surface water is likely to be at seasonal minimum and to avoid adult steelhead spawning migration and peak smolt emigration. Deviations from this work window will only be made with concurrence from relevant regulatory/resource agencies.
- No concrete or any cement product may be poured within 150 feet of a stream during the rainy season, in or near a flowing stream at any time, or 15 days prior to a 25% chance or greater chance of greater than 0.1 inches of rain.
- Riparian habitat located in the vicinity of the project will be protected by installing high-visibility construction fencing. Fencing will be installed along the edge of construction areas including temporary and permanent access roads where construction will occur within 200 feet of the edge of riparian habitat (as determined by a qualified biologist). The location of fencing will be marked in the field with stakes and flagging and shown on the construction drawings. The construction specifications will contain clear language that prohibits construction-related activities, vehicle operation, material and equipment storage, trenching, grading, or other surface-disturbing activities outside of the designated construction area. Signs will be erected along the protective fencing at a maximum spacing of one sign per 50 feet of fencing. The signs will state: “This area is environmentally sensitive; no construction or other operations may occur beyond this fencing. Violators may be subject to prosecution, fines, and imprisonment.” The signs will be clearly readable at a distance of 20 feet and will be maintained for the duration of construction activities in the area.

- Where riparian vegetation occurs along the edge of the construction easement, the City will minimize the potential for long-term loss of riparian vegetation by trimming vegetation rather than removing the entire plant. Trimming will be conducted per the direction of a biologist and/or Certified Arborist.
- Impacts to native riparian habitat and jurisdictional wetlands within the proposed project area will be mitigated by a replacement ratio of 3:1, or at a similar ratio as appropriate in consultation with CDFW, USFWS, NOAA Fisheries. In addition, the Coastal Commission will be consulted for the southern portion of the proposed project within the coastal zone.
- Where avoidance of riparian and jurisdictional wetland vegetation is not shown on the project plans, a revegetation plan and monitoring plan to restore native riparian habitat in the project vicinity to a self-sustaining, ecologically functioning plant community is required. This action will be sensitive to the habitat needs of southern California steelhead and tidewater goby, and thus will require input from the CDFW, USFWS and NOAA Fisheries. The revegetation plan will be approved during the permitting process.

Mitigation Measure BIO-3: The City will implement the following measures related to work in the stream channel or within 30 feet of the active channel to avoid and minimize impacts on tidewater goby and southern California steelhead:

- Utilize non-impact, vibratory methods, except where identified that pile driving is required because of geotechnical constraints within the southern segment as identified in the project description per the geotechnical evaluations, for installing piles, steel casings, or steel shoring when located within or near the active channel and in highly liquefiable soils.
- Any impact pile driving performed for the construction of the southern segment, within 30 feet of the active channel, will be limited to steel pipes no more than 14-16 inches in diameter and no more than 500 strikes per day. Underwater sound pressure will be monitored during all impact driving. Pile driving operations will cease for the day if the results of underwater sound pressure monitoring show that sound levels upstream and downstream of the pile driving area are higher than the peak threshold of 206 dB or cumulative sound exposure level (SEL) of 187 dB (measured 32 feet [10 meters] from the source). If peak or cumulative SEL are exceeded, the qualified biologist will have the authority to halt impact pile driving and Caltrans will contact NOAA Fisheries and USFWS to determine if additional measures are necessary.
- During construction of the northern segment, instream work will be limited to the low-flow period from June 1 and October 31 in any given year, when the surface water is likely to be at seasonal minimum and to avoid adult steelhead spawning migration and peak smolt emigration. Deviations from this work window will only be made with concurrence from relevant regulatory/resource agencies.
- Instream construction work related to the northern segment will only be performed in a dry work environment. Dewatering and clear water diversions will

be performed according to Caltrans Construction Site BMPs (2017), and upstream and downstream passage of adult and juvenile fish will be maintained at all times, according to current NOAA Fisheries guidelines and criteria (NOAA Fisheries 2001).

- During instream work, if pumps are incorporated to assist in temporarily dewatering the site, intakes will be completely screened with no larger than 3/32-inch (2.38 mm) wire mesh to prevent steelhead and other sensitive aquatic species from entering the pump system. Pumped water will be directed through a silt filtration bag and/or into a settling basin allowing the suspended sediment to settle out prior to re-entering the stream(s) outside of the isolated area. The form and function of all pumps used during the dewatering activities will be checked weekly, at a minimum, by a qualified biological monitor to ensure a dry work environment and minimize adverse effects to aquatic species and habitats.
- A USFWS-approved biologist will capture and relocate any fish present in the work area during construction (including steelhead and tidewater goby), and will:

    - Prepare a fish handling and relocation plan.
    - Conduct, monitor, and supervise all fish capture, handling, exclusion, and relocation activities (ensure that sufficient personnel are available to safely and efficiently collect protected species and that personnel have been properly trained to identify and safely capture and handle protected species).
    - Ensure that the “bagged” portion of seines and nets will remain in the water until fish are removed or transferred to a shallow container(s) of clean water taken from the survey site and placed in a location that will not result in exposure to extreme temperatures.
    - Release captured fish as soon as possible to a suitable nearby location within the same watershed, at the discretion of the USFWS-approved biologist.
    - Continuously monitor in-water activities (e.g., placement of cofferdams, dewatering of isolated areas) for the purpose of removing and relocating any protected species that were not detected or could not be removed and relocated prior to construction.
    - Initiate salvage activities within temporarily drained waterbodies within a time frame necessary to avoid injury and mortality of protected species.
    - Complete capture, handling, exclusion, and relocation activities no earlier than 24 hours before construction begins to minimize the probability that listed species will recolonize the affected areas.

Mitigation Measure BIO-4. The City will implement measures to avoid and minimize impacts on CRLF. Prior to conducting work and during work, the following measures will be implemented:

- Only USFWS-approved biologists will participate in activities associated with the capture, handling, and monitoring of California red-legged frogs. Biologists authorized under the project's biological opinion do not need to re-submit their qualifications for subsequent projects conducted pursuant to this biological opinion, unless USFWS has revoked their approval at any time during the life of the biological opinion.
- Ground disturbance will not begin until written approval is received from USFWS that the biologist is qualified to conduct the work, unless the individual(s) has/have been approved previously and the USFWS has not revoked that approval.
- A USFWS-approved biologist will survey the northern segment project site no more than 48 hours before the onset of work activities. If any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, the approved biologist will be allowed sufficient time to move them from the site before work begins. The USFWS-approved biologist will relocate the California red-legged frogs the shortest distance possible to a location that contains suitable habitat and that will not be affected by activities associated with the proposed project. The relocation site will be in the same drainage to the extent practicable. The City of Goleta will coordinate with the USFWS on the relocation site prior to the capture of any California red-legged frogs.
- Before any activities begin on the northern segment of the project, a USFWS-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the northern segment, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.
- A USFWS-approved biologist will be present at the work site until all California red-legged frogs have been relocated out of harm's way, workers have been instructed, and disturbance of habitat has been completed. After this time, the State or local sponsoring agency will designate a person to monitor on-site compliance with all minimization measures. The USFWS-approved biologist will ensure that this monitor receives the training outlined in measure 4 above and in the identification of California red-legged frogs. If the monitor or the USFWS-approved biologist recommends that work be stopped because California red-legged frogs would be affected in a manner not anticipated by City of Goleta and the USFWS during review of the northern segment, they will notify the resident engineer (the engineer that is directly overseeing and in command of construction activities) immediately. The resident engineer will either resolve the situation by eliminating the adverse effect immediately or require that all actions causing these effects be halted. If work is stopped, the USFWS will be notified as soon as possible.

- During construction activities, all trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from work areas.
- All refueling, maintenance, and staging of equipment and vehicles will occur at least 60 feet from riparian habitat or water bodies and in a location from where a spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water). The monitor will ensure contamination of habitat does not occur during such operations. Prior to the onset of work, the City of Goleta will ensure that a plan is in place for prompt and effective response to any accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.
- Habitat contours will be returned to their original configuration at the end of project activities. This measure will be implemented in all areas disturbed by activities associated with the northern segment of the project, unless the USFWS and the City of Goleta determine that it is not feasible, or modification of original contours would benefit the California red-legged frog.
- The number of access routes, size of staging areas, and the total area of the activity will be limited to the minimum necessary to achieve the project's northern segment goals. Environmentally Sensitive Areas will be delineated to confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact to California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.
- The City of Goleta will attempt to schedule work activities for times of the year when impacts to the California red-legged frog would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain California red-legged frogs through the driest portions of the year would be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and coordination between the City of Goleta and the USFWS during the planning of the project's northern segment will be used to assist in scheduling work activities to avoid sensitive habitats during key times of the year.
- To control sedimentation during and after implementation of the project's northern segment, the City of Goleta, and the sponsoring agency will implement best management practices outlined in any authorizations or permits issued under the authorities of the Clean Water Act that it receives for the specific project. If best management practices are ineffective, the City of Goleta will attempt to remedy the situation immediately, in coordination with the USFWS.
- If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged

frogs from entering the pump system. Water will be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the stream bed will be minimized to the maximum extent possible; any imported material will be removed from the stream bed upon completion of the northern segment.

- Unless approved by the USFWS, water will not be impounded in a manner that may attract California red-legged frogs.
- A USFWS-approved biologist will permanently remove any individuals of non-native species, such as bullfrogs (*Rana catesbeiana*), signal and red swamp crayfish (*Pacifasticus leniusculus; Procambarus clarkii*), and centrarchid fishes from the northern segment area. The USFWS-approved biologist will be responsible for ensuring his or her activities are in compliance with the California Fish and Game Code.
- If the City of Goleta demonstrates that disturbed areas have been restored to conditions that allow them to function as habitat for the California red-legged frog, these areas will not be included in the amount of total habitat permanently disturbed.
- To ensure that diseases are not conveyed between work sites by the USFWS-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force will be followed at all times.
- The northern segment will be re-vegetated with an assemblage of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. This measure will be implemented in all areas disturbed by activities associated with the project, unless the USFWS and the City of Goleta determine that it is not feasible or practical.
- The City of Goleta will not use herbicides as the primary method to control invasive, exotic plants. However, if it is determined that the use of herbicides is the only feasible method for controlling invasive plants at a specific site; it will implement the following additional protective measures for the California red-legged frog:
    - The City of Goleta will not use herbicides during the breeding season for the California red-legged frog;
    - The City of Goleta will conduct surveys for the California red-legged frog immediately prior to the start of herbicide use. If found, California red-legged frogs will be relocated to suitable habitat far enough from the Proposed Action area that no direct contact with herbicide would occur;
    - Giant reed and other invasive plants will be cut and hauled out by hand and painted with glyphosate-based products, such as Aquamaster® or Rodeo®.

- Licensed and experienced City of Goleta staff, or a licensed and experienced contractor will use a hand-held sprayer for foliar application of Aquamaster® or Rodeo® where large monoculture stands occur at an individual Proposed Action site;
- All precautions will be taken to ensure that no herbicide is applied to native vegetation;
- Herbicides will not be applied on or near open water surfaces (no closer than 60 feet from open water);
- Foliar applications of herbicide will not occur when wind speeds are in excess of 3 miles per hour;
- No herbicides will be applied within 24 hours of forecasted rain;
- Application of all herbicides will be done by qualified City of Goleta staff or contractors to ensure that overspray is minimized, that all applications is made in accordance with the label recommendations, and with implementation of all required and reasonable safety measures. A safe dye will be added to the mixture to visually denote treated sites. Application of herbicides will be consistent with the U.S Environmental Protection Agency's Office of Pesticide Programs, Endangered Species Protection Program county bulletins;
- All herbicides, fuels, lubricants, and equipment will be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat, unless otherwise preapproved by the necessary agencies. Prior to the onset of work, the City of Goleta will ensure that a plan is in place for a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

Mitigation Measure BIO-5. The City will implement measures to avoid and minimize impacts on Coast Range newt, northern California legless lizard, western pond turtle, and coast horned lizard. Prior to conducting work and during work, the following measures will be implemented:

- Within 48 hours prior to the start of construction activities, a qualified biologist will conduct a pre-construction survey of the proposed project site for Coast Range newt, northern California legless lizard, western pond turtle, and coast horned lizard. Individuals of these species present in the work area will be allowed to move out of the work area of their own volition. If relocation by humans occurs, the animal will be captured by a qualified biologist and relocated out of harm's way to the nearest suitable habitat a minimum of 100 feet from the maintenance project work area where it was found.

- A Worker Environmental Awareness Training Program for construction personnel will be conducted by a qualified biologist for all construction workers, including contractors, prior to the commencement of construction activities. As needed, training will be conducted in Spanish for Spanish language speakers.

Mitigation Measure BIO-6. The City will implement measures to avoid and minimize impacts on southwestern willow flycatcher and least Bell's vireo:

- Riparian habitat located in the vicinity of the Proposed Action will be protected by installing high-visibility construction fencing. Fencing will be installed along the edge of construction areas including temporary and permanent access roads where construction will occur within 200 feet of the edge of riparian habitat (as determined by a qualified biologist). The location of fencing will be marked in the field with stakes and flagging and shown on the construction drawings. The construction specifications will contain clear language that prohibits construction-related activities, vehicle operation, material and equipment storage, trenching, grading, or other surface-disturbing activities outside of the designated construction area. Signs will be erected along the protective fencing at a maximum spacing of one sign per 50 feet of fencing. The signs will state: "This area is environmentally sensitive; no construction or other operations may occur beyond this fencing. Violators may be subject to prosecution, fines, and imprisonment." The signs will be clearly readable at a distance of 20 feet and will be maintained for the duration of construction activities in the area.
- Where riparian vegetation occurs along the edge of the construction easement, the City will minimize the potential for long-term loss of riparian vegetation by trimming vegetation rather than removing the entire plant. Trimming will be conducted per the direction of a biologist and/or Certified Arborist.
- For temporarily impacted areas, a revegetation and monitoring plan to restore native riparian habitat in the Proposed Action vicinity to a self-sustaining, ecologically functioning plant community is required. This action will be sensitive to the habitat needs of southwestern willow flycatcher and least Bell's vireo as well as for tidewater goby, southern California steelhead, and CRLF and thus will require input from the CDFW, USFWS and NOAA Fisheries. The revegetation plan will be approved during the permitting process.

Mitigation Measure BIO-7. The City will implement measures to avoid and minimize impacts on grasshopper sparrow, white-tailed kite, Belding's savannah sparrow, and other migratory birds and raptors. Prior to conducting work and during work, the following measures will be implemented:

- To avoid and minimize impacts to tree and shrub nesting species, the following measures will be implemented:
    - Conduct all vegetation removal and grading activities during the non-breeding season (generally September 1 through January 31).

- If construction, grading or other project-related activities are schedule during the breeding and nesting season (February 1 to August 31), preconstruction surveys for other migratory bird species will take place no less than 3 days prior to the beginning of construction and at least twice a week while construction takes place within suitable nesting habitat during the breeding and nesting season (February 1 to August 31).

  - If the pre-construction surveys do identify nesting bird species within areas that are within 250 feet of construction activities, the following measures will be implemented:

    - Project-related construction impacts will be avoided by establishment of appropriate no-work buffers to limit project-related construction activities near the nest site. The size of the no-work buffer zone will be determined in consultation with the CDFW. The no-work buffer zone will be delineated by highly visible temporary construction fencing. In consultation with CDFW, monitoring of nest activity by a qualified biologist will be required if the project-related construction activity has potential to adversely affect the nest or nesting behavior of the bird. No project-related construction activity will commence within the no-work buffer area until a qualified biologist and CDFW confirms that the nest is no longer active.

- The following survey methods are recommended by CDFW for Belding's savannah sparrow:
  - Five site visits, if negative, should be conducted between mid-February and the end of April. If survey is conducted early or late in the season, site visits should be spread out. Otherwise, visits can be on consecutive days.
  - Surveys should be conducted between 6:00 am and 10:00 am on days that are brisk but sunny.
  - A tape may not be used unless the surveyor has a Memorandum of Understanding issued by CDFW for such purpose.
  - Surveys should not interfere with any other bird nesting activity.
  - Surveys should extend outside the project area for standard distance depending on the type of work and ambient noise conditions.
  - All territorial individuals will be noted, as well as behavior (singing, scolding, perching together, nest building, feeding young, aerial chasing).

- If an active Belding's savannah sparrow nest is observed within 250 feet of the construction limits, all project activities will immediately cease, and Caltrans will contact CDFW within 48 hours. If required, Caltrans will seek an Incidental Take Permit (ITP) from CDFW under CFGC Section 2018 (b) and implement additional measures as necessary.

Mitigation Measure BIO-8. The City will implement measures to avoid and minimize impacts on pallid bat and western mastiff bat. Prior to conducting work and during work, the following measures will be implemented:

- A bat survey will be conducted by a qualified biologist in suitable habitat prior to April 1st. In the event that exclusionary measures are required prior to the active season of this species, no exclusionary efforts should be conducted during May 1st to August 31st of the construction year. If no roosting bats are found, no further mitigation would be necessary.
- If bats are detected within roosts at the time of the survey, exclusionary measures will be implemented by a qualified biologist to exclude bats from roosts if the roost location is determined to potentially be impacted by construction activities. The timing and other methods of exclusionary measures will be developed by the qualified biologist in order to reduce stress on the bats while taking into account project schedule from the project as well as project schedules for project immediately adjacent to the project site. Exclusionary devices, such as one-way doors or tubes, as approved by CDFW, can be used to allow for bats to exit but not re-enter any occupied roosts. Expanding foam and plywood sheets can be used to prevent bats from entering unoccupied roosts. Exclusionary devices may be installed only after it has been determined that all bats have vacated the structure.

Mitigation Measure BIO-9. The City will implement measures to avoid and minimize impacts on San Diego desert woodrat. Prior to conducting work and during work, the following measures will be implemented:

- No more than 14 days prior to construction activities, a pre-construction survey will be conducted within the BSA by a qualified biologist to determine the presence or absence of woodrat middens.
- If woodrat middens are located during this survey, the qualified biologist will establish an ESA with a 25-ft buffer around each midden and no project activities requiring grading, mechanized equipment or vehicles, or large crews will be allowed within the 25-foot protective buffer.
- If project activities cannot avoid impacting the middens, then a qualified biologist will dismantle the middens by hand prior to grading or vegetation removal activities. The midden dismantling will be conducted such that the midden material is slowly removed looking for young woodrats. The material will be placed in a pile at the closest adjacent undisturbed habitat and more than 50 feet from construction activities.
- If young are encountered during midden dismantling, the dismantling activity will be stopped and the material replaced back on the nest and the nest will be left alone and rechecked in 2 to 3 weeks to see if the young are out of the nest or capable of being out on their own (as determined by a qualified biologist); once the young can fend for themselves, the nest dismantling can continue.

vii. Residual Impacts

With implementation of **Mitigation Measures BIO-1** through **BIO-9,** residual project impacts on biological resources during construction would be less than significant. Wildlife movement through the area will be accommodated by adjacent open space areas and fencing and monitoring would ensure construction would not inadvertently intrude into immediately adjacent sensitive ESHA. Impacts to riparian habitat and wetland habitats would be mitigated through the implementation of **Mitigation Measure BIO-2**, which requires replacing these habitats at a 3:1 ratio, or ratio determined appropriate through the agency permits, thus reducing impacts to a less than significant impact. Once construction is complete, no significant contribution to cumulative biological resource impacts will occur with the ongoing day-to-day operations of the project site which would return to current levels.

E. Cultural Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cultural Resources - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

This section incorporates the analysis, findings, and recommendations in the *Historic Property Survey Report* with attached *Archaeological Survey Report, San Jose Creek Multipurpose Path Project – Northern Segment* and *Archaeological Survey Report, San Jose Creek Multipurpose Path Project – Southern Segment* (Dewberry, 2022c). Due to confidentiality requirements, all archaeological reports are maintained in confidentiality at the City Planning and Environmental Review Department and may be accessed only upon a demonstrated need.

i. Existing Setting

A cultural resource includes archaeological and historic sites, architectural resources, and traditional cultural properties, as well as the physical evidence of past human activity on the landscape. Cultural resources, along with Native American and historic human

remains and associated grave goods, must be considered under various federal, state, and local regulations, including the California Environmental Quality Act (CEQA) and the National Historic Preservation Act of 1966. In general, any trace of human activity more than 50 years in age is required to be treated as a potential cultural resource.

Regional Prehistoric Context

The following regional prehistoric context is summarized from the technical studies prepared for the proposed project (Dewberry, 2022c). Over the past 20 years, much has been learned about the prehistoric inhabitants of the region, predominately from cultural resource management investigations.

Approximately 9,000 to 7,000 years before present (B.P.) or roughly 7,000 to 5,000 years Before Common Era (BCE) the environment was warmer and wetter, with extensive lagoons, estuaries and tidal wetlands in the region. Metates and manos are the dominant artifacts present in sites dating to this time period, along with fire-cracked rocks, cores and core tools, and flake tools made from quartzite, basalt, and chert. Faunal remains that have preserved in the archaeological record at coastal sites include a high density of mussel, clam, and cockle shells, as well as deer bone. The production of spired lopped Olivella shell beads began during this phase.

Over the next 2,000 years, the population dramatically decreased, likely due to environmental factors, then began to gradually rise again. Side-notched projectile points are now found in the archaeological record, signaling that large game hunting was practiced. A significant site called the Aerophysics site was excavated in 1956 – 1957 and contained formally shaped flaked stone tools such as bifaces and drills, but did not have manufacturing debris (debitage), indicating the tools were made elsewhere and brought to the site.

Between approximately 6,500 to 4,000 years ago (4,500 to 2,000 BCE), the use of the mortar and pestle began, and higher frequencies of projectile points are found in the archaeological record. A significant change in subsistence patterns, technology, and culture occurred between 4,000 to 2,000 years ago (2,000 BCE to 1 Anno Domini [A.D.]) marked by an increase in fishing, coastal sedentism, and social organization. Artifacts include notched net weights/sinkers and circular shellfish hooks, contracting stem points attached to the shaft with asphaltum, charmstones, pipes, deer tibia whistles, and turtle shell rattles.

Significant social and technological developments began approximately 2,000 years ago and correspond with climate change to colder conditions. Population and sedentism increased as indicated by the presence of cemeteries and well-developed midden. The plank canoe is introduced which was followed by the development of the harpoon, which allowed for the capture of deep-sea fish such as tuna and swordfish.

Ethnographic Context

The Chumash, the predominant Native American tribe in the central coast of California, have undergone over four hundred years of non-native contact, almost two hundred of them intensive. The original ethnographic inhabitants of Goleta Slough likely date back to at least 9,000 years. Early Spanish explorers documented various aspects of their culture, followed by Spanish Mission records in the late 1700s, and ethnographers and linguistic experts in the late 1800s to early 1900s, and finally archaeological work extending to the present. Most of the references for Chumash lifeways were not obtained from researchers interviewing members of the Chumash tribe, rather they are derived from sources such as the diaries of Spanish explorers, mission records, and archaeological excavations.

The nearest named village to the proposed project area is called Helo' (CA-SBA-46); which was a large, important settlement located on the former island of Mescalitan, immediately west of the proposed project southern segment. Early accounts estimated up to 100 houses with 800 people living in the village before it was abandoned by 1803 (Dewberry, 2022c). Other villages in the Goleta area were S'axpilil, Heliuik, and 'Alkash; the largest of which was S'axpilil, located along San Pedro Creek, near the present-day Fairview and Hollister Avenue intersection. The "twin mounds" (CA-SBA-45) was likely an enclave of Helo'.

Record Search

In order to determine the location and nature of previously recorded cultural resources within or near the proposed project, a records search was performed at the Central Coast Information Center (CCIC), University of California, Santa Barbara. The confidential record search of the proposed project's archaeological study area and ¼-mile radius for resources was conducted on May 30, 2019. The purpose of the records search was to (1) determine whether known cultural resources have been recorded within or adjacent to the proposed project; (2) assess the likelihood for unrecorded cultural resources to be present based on historical references and the distribution of nearby sites; and (3) develop a context for the identification and preliminary evaluation of cultural resources.

Furthermore, a sacred lands search request was submitted to the Native American Heritage Commission (NAHC) for the proposed project on May 13, 2019. The NAHC replied on May 30, 2019 regarding the proposed project southern segment and on June 3, 2019 regarding the proposed project northern segment. Both responses stated that the search was positive for sacred lands near the proposed project area and provided a list of Native American tribes who may have knowledge of these cultural resources.

Field Survey

An intensive archaeological field survey of the proposed project area was conducted on Wednesday, May 29, 2019. For the proposed project northern segment, the survey did not identify any midden soil, features, cultural constituents, or artifacts in the proposed

project area. The staging area had many rodent burrows that exposed the underlying soils. A small shell fragment and glass fragment was observed in the rodent back dirt; however, no stained soils indicative of habitation was present. For the proposed project southern segment, the survey identified a sparse but wide-spread occurrence of non-archaeological shellfish from the dredging of the creek channels. No midden soil or artifacts were observed on the surface or in any of the creek banks. San Jose Creek is a natural channel within the northern segment and is a concrete-lined channel on the north end of the southern segment.

Constraints to the survey include urban hardscape, dense vegetation, and restricted and fenced access of the proposed project area. Close attention was paid to rodent burrows and stream and channel cut banks which allowed visual access to the subsurface soils or the soil stratigraphy. During the survey, all areas that were not paved, and were accessible, were examined for the presence of shell fragments, debitage, fire cracked rock, flaked stone, and darkened soil associated with human occupation, historic glass shards, pottery, and other debris associated with non-native or ethnographic occupation of the area.

ii. Regulatory Setting

- National Historic Preservation Act (NHPA) of 1966, as amended
- First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the Advisory Council of Historic Preservation (ACHP), the California State Historic Preservation Officer (SHPO), and the California Department of Transportation (Caltrans)
- 36 Code of Federal Regulations (CFR) 800
- Surface Transportation Project Delivery Program (23 United States Code [USC] 327)
- California Environmental Quality Act (CEQA)
- California Public Resources Code (PRC) Section 5024.1
- California PRC 5020
- California PRC 21074
- California PRC 21083.2
- California Assembly Bill (AB) 52
- City of Goleta General Plan/Coastal Land Use Plan (City General Plan)
- Santa Barbara County Comprehensive Plan/Local Coastal Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)

iii. Thresholds of Significance

City of Goleta Thresholds

A significant impact on cultural resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist. The City's adopted thresholds indicate that a project would result in a significant impact on a cultural resource if it results in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings.

Santa Barbara County Thresholds

Chapter 8 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (2008, revised February 27, 2018) 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 previously described.

iv. Project Specific Impact

a) **No impact (CEQA Checklist a, City Thresholds for physically effecting a resource or its surroundings, County Threshold for avoidance and evaluation of a resource).** The historic context of the area has been well-documented and can be found on a variety of online sources, such as the Goleta Valley Historical Society (2014), the City General Plan and the Citywide Historic Context Statement (Historic Resources Group, 2017). The results of the records search indicated that there are no resources listed on the National Register, California Register, or local registers in the proposed project site. The City General Plan lists 46 historic resources that are locally significant; however, none of these resources are located in or adjacent to the proposed project site. The majority of the resources are historic-era buildings within the City's center, west of the proposed project. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource. No impact would occur in this regard, and no mitigation is required.

b) **Less than significant (CEQA Checklist b, City Thresholds for physically effecting a resource or its surroundings, County Threshold for avoidance and evaluation of a resource).** The results of the records search identified one archaeological resource: redeposited archaeological material designated as Locus 2 of CA-SBA-45 (Locus 2). Locus 2 was shown as associated with CA-SBA-45; however, it was noted that the midden could have originated from either CA-SBA-45 or CA-SBA-46 (Dewberry, 2022c). Comparisons with CA-SBA-46 have been inconclusive, with contrasting terrestrial faunal remains, but similar fish bone. Re-analyzed CA-SBA-46 plant remains include abundant small seeds that are absent from the remains from Locus

2 (Dewberry, 2022c). The style of mortar found at Locus 2 was not identified at CA-SBA-46. Therefore, Locus 2 remains associated with CA-SBA-45 (Dewberry, 2022c).

An Extended Phase I exploration in the area of Locus 2 was conducted in support of the San Jose Creek Bridge Replacement Project in October 2015 (Dewberry, 2022c). Subsurface excavation included mechanical trenching, hydraulic continuous coring, hand auguring, and limited hand excavations. As no intact cultural deposits were identified, Phase II test excavations were not conducted. The report concluded that given the lack of integrity and the large temporal span of this deposit, it did not appear to be eligible for the National Register under any criteria (Dewberry, 2022c). The Office of Historic Preservation (OHP) concurred with this determination in January 2019.

Locations of Chumash village sites are known to exist in buried context in Goleta Slough and the surrounding area. These village sites have been documented and many have been previously excavated. Because the majority of the proposed project site is directly adjacent to San Jose Creek and prehistoric sites are not often found on the creek banks due to the possibility of flooding, the likelihood of encountering previously undocumented buried archaeological deposits in the proposed project site is considered low. Nonetheless, there remains a chance that construction activities associated with the proposed project could result in accidentally discovering archaeological resources. If cultural or tribal cultural resources are discovered during ground-disturbing activities, the following condition would be implemented:

- work must be stopped immediately, or redirected, until the discovery is evaluated by a City-approved archaeologist, working under the direction of a Principal Investigator who meets the requirements of the Secretary of the Interior's Qualification Standards, and local Chumash Native American consultant can evaluate the significance of the find pursuant to the Phase 2 investigation standards set forth in the City Archaeological Guidelines. If the archaeologist and the Chumash Native American Consultant determine that the resource(s) may be significant, the resource(s) must be subject to a Phase 3 mitigation program consistent with City Archaeological Guidelines. The Phase 3 mitigation program must be approved by the City and Caltrans for handling the resource, including, but not limited to: no action; avoidance of the resources; or data recovery.

  The City-approved archaeologist and the local Chumash Native American Consultant monitors must be onsite during all project excavation, grading or other soil disturbance required to conduct the Phase 2, and if necessary, Phase 3 investigations. The City Planning and Environmental Review Director, or designee, must verify compliance before grading/construction in the vicinity of the find may be resumed.

Therefore, the proposed project would result in a less-than-significant impact on archaeological resources.

c) **Less than significant (CEQA Checklist c, City Thresholds for physically effecting a resource or its surroundings, County Threshold for avoidance and evaluation of a resource).** Based upon a records search, no human remains are known to exist within the proposed project site. In the unlikely event that human remains are discovered, the following condition would be implemented:

- Work must immediately halt, and the Santa Barbara County Coroner must be contacted to evaluate the remains; the procedures and protocols set forth in Section 15064.5 (e)(1) of the CEQA Guidelines must be followed. If the County Coroner determines that the remains are Native American, the project proponent will contact the NAHC, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the landowner will ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this section (PRC 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

Therefore, the proposed project would comply with CEQA guidelines, health and safety codes, and the Public Resources Code regarding unanticipated discovery of human remains. The proposed project would result in a less than significant impact on human remains.

v. Cumulative Impacts

Archaeological resources are potentially impacted by past, present, and probable future development projects in the proposed project vicinity. Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. The City General Plan and County Comprehensive Plan/LCP contain policies requiring project design avoid impacts to significant cultural resources to the extent feasible. Since the proposed project would not significantly impact cultural resources, it would not have a cumulatively considerable effect on cultural resources with implementation of the mitigation measures described below. Therefore, impacts of the proposed project would not have the potential to combine with impacts from past, present, or reasonably foreseeable projects to result in a cumulative impact. Cumulative impacts are considered less than significant with the implementation of mitigation measures.

vi. Mitigation Measures and Conditions

No mitigation measures are required for the proposed project.

vii. Residual Impacts

With compliance with CEQA guidelines, health and safety codes, the Public Resources Code, and the City's conditions of approval, residual project impacts on cultural resources during construction would be less than significant. If cultural resources or human remains are identified, work within the area would be stopped, the federal, State, and local guidelines and regulations and would be followed, and the City's conditions of approval would be implemented.

F. Energy

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Energy –Would the project:				
a) Results in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

i. Existing Setting

In 1975, the California State Legislature adopted Assembly Bill (AB) 1575 in response to the oil crisis of the 1970s. Public Resources Code Section 21100(b)(3) and CEQA Guidelines Appendices F and G require a description of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. CEQA Guidelines Appendix F provides guidance for assessing potential impacts within Environmental Impact Reports (EIRs) that a project could have on energy supplies. Appendix G provides guidance related to energy resources within the context of the Initial Study (IS). Both aim to focus on conservation of energy by ensuring projects consider efficiency of energy use.

Energy resources include electricity, natural gas, fossil fuels, and other fuels. The production of electricity requires the consumption or conversion of energy stored in natural resources such as water, wind, oil, gas, coal, solar radiation, certain minerals (for nuclear power), and geothermal energy. Production of energy and energy use both result in pollution and in depletion of these renewable and nonrenewable resources. The proposed project site does not currently produce energy. The use of energy from transportation facilities in the vicinity of the proposed project is currently caused by vehicles traveling along local Calle Real, Armitos Avenue, South Kellogg Avenue, State Route (SR) 217, and U.S. Route (US) 101, and trains traveling along the Union Pacific Railroad (UPRR). Energy use in the vicinity of the proposed project is also caused by

maintenance vehicles and crews conducting upkeep activities such as pavement overlay, restriping, bridge painting, and other such maintenance along roadways.

On August 20, 2019, the Goleta City Council voted to join Central Coast Community Energy (formerly Monterey Bay Community Power), a Community Choice Aggregation (CCA) electricity provider. According to the California Energy Commission (CEC), the total estimated energy use from both residential and nonresidential uses for Santa Barbara County was estimated to be approximately 2,757.613073 GWh (gigawatt hours) in 2019 (CEC, 2020). The CEC does not provide approximate energy usage data for only the City of Goleta.

ii. Regulatory Setting

- United States Environmental Protection Agency (U.S. EPA) and National Highway Traffic Safety Administration (NHSTA)
    - Medium- and Heavy-Duty Vehicle GHG Emissions and Fuel Efficiency Standards
    - "One National Program Rule"
    - Safer, Affordable, Fuel-Efficient (SAFE) Vehicles Rule
- California Senate Bill (SB) 1389
- California SB 375
- CARB Heavy-Duty On-Road and Off-Road Vehicle Regulations
- City of Goleta General Plan/Coastal Land Use Plan (City General Plan)
- City of Goleta Climate Action Plan
- Santa Barbara County Energy and Climate Action Plan (ECAP)
- County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)

iii. Thresholds of Significance

City of Goleta Thresholds

A project would be expected to have a significant impact on energy use if it demonstrably resulted in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation or conflict or obstruct a plan for renewable energy or energy efficiency as discussed in the above CEQA Guidelines Appendix G Checklist.

Santa Barbara County Thresholds

The County has not identified significance thresholds for electrical and/or natural gas service impacts (Thresholds and Guidelines Manual). Private electrical and natural gas utility companies provide service to customers in Central and Southern California, including the unincorporated areas of Santa Barbara County. A project would be expected to have a significant impact on energy use if it demonstrably resulted in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction

or operation or conflict or obstruct a plan for renewable energy or energy efficiency as discussed in the CEQA Guidelines Appendix G Checklist above.

iv. Project Specific Impacts

a) **Less than significant (CEQA Checklist a, City Thresholds for energy consumption, County Thresholds for energy consumption).** Temporary increases in energy use may occur as traffic control and proposed lane closures during construction may increase travel time for the motor vehicle traffic on roadways adjacent to the proposed project site, including Calle Real, Armitos Avenue, South Kellogg Avenue, and SR 217. Energy in the form of gasoline and diesel fuel would be consumed by large construction equipment and worker vehicles during the construction period. During construction, workers would commute to the construction site; however, workers are anticipated to commute from the nearby communities. Diesel equipment would be used during construction; however, compliance with federal, State, and local regulations (e.g., limit engine idling times, require the recycling of construction debris, etc.) would reduce short-term energy demand during the proposed project's construction to the extent feasible. All standard best management practices (BMPs) to minimize energy waste would be implemented to limit idling times and require equipment to meet current standards. This allows the equipment to be more fuel efficient and does not waste fuel while idling. Therefore, the construction of the proposed project would not result in a wasteful or inefficient use of energy. Impacts are considered less than significant, and no mitigation would be required.

The proposed project would provide a link in the regional active transportation network identified in the City General Plan, County Comprehensive Plan/LCP, and the EGVCP. The proposed project would not result in capacity increases for vehicles, increase Average Daily Travel (ADT) or Vehicle Miles Traveled (VMT), or induce changes in the surrounding land uses. The proposed project would provide alternative modes of transportation between the City and County areas north of US 101 and the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). It would potentially reduce ADT and VMT through conversion of these trips to bicycle trips for commuters, UCSB students, and the public who engage in recreational cycling and walking. Therefore, the proposed project would not create new energy demand beyond the construction period. The proposed project would not require the creation of new energy sources.

b) **No impact (CEQA Checklist b, City Thresholds for conflicting with a renewable energy or energy efficiency plan, County Thresholds for conflicting with a renewable energy or energy efficiency plan).** Upon construction completion, the proposed project would be a multipurpose path that would provide a link in the regional active transportation network identified in the City General Plan, the City's Bicycle and Pedestrian Master Plan, the County Comprehensive Plan/LCP, and the EGVCP. the proposed project would not result in capacity increases for vehicles, increase Average Daily Travel (ADT) or Vehicle Miles Traveled (VMT), but would rather provide alternative modes of transportation between the City and County areas north of US 101 and the

Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). Therefore, operations of the proposed project would not result in new demands on energy over time. Thus, the proposed project does not conflict with any local, State, or federal regulations regarding energy use, energy efficiency, or construction regulations. All BMPs would be implemented to reduce impacts to energy use to the extent feasible. The proposed project would have no impact and therefore no mitigation would be required.

v. Cumulative Impacts

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. As discussed in Appendix C, there are three nearby roadway and bridge projects that are within or in close proximity to the proposed project area: the SR 217 Bridge Replacement Project over San Jose Creek, the Hollister Avenue Bridge Project over San Jose Creek, and the US 101 Bridge Replacement Project over San Jose Creek. Each of these projects have independent utility and, while they are near the same San Jose Creek, each project is distinct in its construction purpose, timing, and effect on the environment. All projects would be required to implement BMPs and project-specific mitigation to reduce excessive energy use during construction. The proposed project's contribution to the regionally significant demand for energy is not considerable and is therefore less than significant. Thus, the proposed project, in combination with past, present, and reasonably foreseeable projects, would not contribute to regional energy demands and therefore cumulative impacts are considered less than significant.

The proposed project would provide an alternative mode of transportation within the City and County; thus, it has the potential to reduce vehicle emissions and pollutant loads from local residents seeking to access UCSB, Goleta Beach Park and other areas in the City and County through the active transportation network. Therefore, operation of the proposed project would have a less than significant contribution to regional cumulative traffic. The proposed project's contribution to regional cumulative energy impacts is therefore considered less than significant.

vi. Mitigation Measures and Conditions

No mitigation measures are required for the proposed project.

vii. Residual Impacts

The proposed project would result in no residual impacts related to energy demand and energy use.

G. Geology and Soils

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Geology and Soils –Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

This section incorporates the analysis, findings, and recommendations in the *Preliminary Geotechnical Memorandum for San Jose Creek Multi-Purpose Bike Path (Northern Segment – Armitos to Calle Real)* (Parikh, 2020b) for the northern segment and the *Preliminary Geotechnical Memorandum for San Jose Creek Multi-Purpose Bike Path (Southern Segment)* (Parikh, 2020a) for the southern segment; both memoranda are dated March 31, 2020.

i. Existing Setting

The proposed project is located in the City of Goleta and Santa Barbara County. Site topography is relatively flat with drainage being redirected from natural channels, particularly along San Jose Creek south of Hollister Avenue. The approximate southern quarter of the proposed project southern segment appears to have been historically salt marsh or wetland prior to development.

Geology and Seismicity

The proposed project is located on the Santa Barbara coastal plain and Goleta Valley, adjacent to the southern flank of the Santa Ynez Mountains. This area is contained within the Transverse Ranges Geomorphic Province consisting mainly of variably deformed marine and non-marine sedimentary rocks and deposits that range in age from Jurassic to present. Topography of the province consists of steep, east-west trending mountain ranges and valleys bounded on the north by the Santa Ynez fault, on the east by the San Gabriel Mountains, on the south by the Transverse Ranges frontal fault zone, and on the west by the Pacific Ocean. The Transverse Ranges intersect the California coastline at an oblique angle and continue offshore to include the San Miguel, Santa Rosa, and Santa Cruz islands.

The main geologic structure in relation to the proposed project site is the inactive More Ranch Fault in the southernmost section of the proposed project, which trends east-west across the Santa Barbara Coastal Plain. No “Earthquake Zones of Required Investigation” regulatory map exists for the U.S. Geological Survey (USGS) Goleta Quadrangle; accordingly, no faults are listed as active within the proposed project containing the Goleta Quadrangle, as per the Alquist-Priolo Earthquake Fault Zoning Act (Parikh, 2020a and 2020b).

Fault Rupture, Ground Shaking, Liquefaction, and Landslides

Fault rupture occurs when movement along a fault displaces or deforms the ground surface. Since no active faults pass through the proposed project site, and the proposed project is not within a mapped Alquist-Priolo Zone, the potential for fault rupture is relatively low.

Energy released by movement along a fault radiates outward through the ground in the form of earthquake waves. As those waves pass through an area, they produce the ground shaking affects that are the predominant cause of earthquake-related damage. As the risk of fault rupture at the proposed project is relatively low, the risk for ground shaking is also relatively low.

Soil liquefaction occurs when a saturated or partially saturated soil substantially loses strength and stiffness in response to an applied stress, such as shaking during an earthquake, in which soil that is ordinarily a solid behaves like a liquid. The geotechnical analyses conducted for the proposed project identified liquefiable soils within the proposed project site (Parikh, 2020a and 2020b). The liquefaction potential at the proposed project is sensitive to groundwater level as loose granular soil exists at shallow depths. Groundwater at the northern segment varies between 30 and 39 feet, while groundwater at the southern segment exists at approximately 13 feet below the surface. Areas with shallow groundwater have a higher risk for liquefaction to occur, and in general, liquefaction risk is considered to be low when groundwater levels are more than approximately 60 feet below the ground surface. According to the County of Santa Barbara Comprehensive Plan/Local Coastal Plan (County Comprehensive Plan/LCP), there is no historic evidence of liquefaction in Santa Barbara County. Most of the low coastal plain and valley bottoms underlain by alluvium were given a moderate risk rating for liquefaction (County of Santa Barbara, 2015).

There are no historic landslide deposits located at the proposed project. Topography at the proposed project is flat with little to no relief. Based on the County of Santa Barbara Comprehensive Plan, the proposed project has a landslide risk rating of low (1). This rating is defined as any area with generally low or no risk and generally includes flatlands and low relief terrain with stable geologic formations. Any slope failures (past or future) would generally be rare in size) (County of Santa Barbara, 2015).

Geologic Units within the Proposed Project

<u>Northern Segment</u>

The northern segment consists of the geological unit Qac which is described below (Parikh, 2020a).

- Qac – Alluvium and colluvium (Holocene and upper Pleistocene) – unconsolidated to weakly consolidated silt, sand, and gravel deposits, of modern drainages, alluvial fans, and floodplains. Where exposed, alluvium is composed of poorly to moderately sorted silt, sand, and pebble to boulder gravel that commonly occupy

paleochannels. Geomorphic surfaces underlain by alluvium and colluvium commonly contain poorly to moderately developed soil profiles and exhibit weak to moderate erosional dissection. Exposed thickness of alluvial and colluvial deposits generally less than 10m. This unit underlies the majority of the proposed project southern segment. The redirected section of San Jose Creek appears to have been dug into this unit. This unit is directly below the majority of the southern segment alignment.

Southern Segment

Descriptions of the geological units within the proposed project southern segment are described below (Parikh, 2020b):

- Af – Artificial fill (Holocene) – Mappable areas of fill used for construction of highways, roads, buildings, harbor facilities, and dams. This unit underlies the southern quarter of the proposed project southern segment and was presumably emplaced during construction of SR 217. This material appears to overlie unit Qe (described below);
- Qsu – Colluvium (Holocene and upper Pleistocene) – Unconsolidated to weakly indurated, mostly non-stratified. Consists of angular to subrounded pebbles, cobbles, and boulders mixed with fine-grained material, mostly derived from weathering and down-slope movement of nearby bedrock. Includes sheetwash deposits and some small landslide deposits on slopes, minor alluvium in small channels, and deposits of windblown sand, silt, and minor clay in areas of open gentle slopes. Colluvial deposits commonly capped by poorly to moderately developed soil profiles. This unit does not appear to directly affect the project site; however, part of the unit may underlie unit Qe in the southern reach of the southern segment;
- Qac – described above under the northern segment.
- Qe – Estuarine deposits (Holocene) – Dark-brown and dark-gray clay, silt, and subordinate sand deposited primarily in brackish-water, peritidal environment; locally rich in decomposed terrestrial organic matter including peat. Unit consists mostly of lenticular channel and interchannel deposits; sediments are locally laminated or bioturbated. Estuarine deposits form areas of flat, low-lying topography that are largely covered by marshy vegetation or urban development.
- Tmu – Monterey Formation, upper unit – Miocene – consists mainly of diatomaceous mudstone and shale with subordinate dolomite and porcelanite. Mudstone and shale generally weather white to tan, have a slight red to orange cast in places where hydrocarbon staining is present, and are generally brown to gray on fresh surfaces. The rocks are soft to moderately hard, less resistant to weathering than dolomite and porcelanite, noticeably low density, and locally exhibit numerous fractures coated with abundant jarosite and goethite. Mudstone and shale are generally thin to thick bedded and well laminated.

Soils

According to the Custom Soil Resource Report for Santa Barbara County, South Coastal Part, dated May 14, 2019, the proposed project northern and southern segments consist of the following soil types:

Table G-1. Proposed Project Soil Map Units

Soil Map Unit Name	Hydric Status	Landforms
AD: Aquepts, flooded	Hydric with hydric inclusions.	Sloughs and floodplains
Ca: Camarillo fine sandy loam	Hydric with hydric inclusions	Floodplains and depressions
EaA: Elder sandy loam, 0 to 2 percent slopes, MLRA 14	Hydric with hydric inclusions	Alluvial fans and floodplains
Eb: Elder-Soboba complex, 2 to 9 percent slopes	Hydric with hydric inclusions	Alluvial fans and valleys
SOURCE: NRCS, 2019a		

- AD: Aquepts, flooded and its minor components are listed as hydric by the Natural Resources Conservation Service (NRCS) (NRCS, 2019b). The map unit composition is 85 percent Aquepts and similar soils, and 15 percent minor components. The Aquepts series consists of variable, very poorly drained soils formed from stratified coarse to fine textured alluvium with occasional layers of peat. Mapped areas are in sloughs (Aquepts series) and floodplains (minor components). Included in this map unit are minor components of Camarillo variant; Aquepts, fill area; and Camarillo soils.
- Ca: Camarillo fine sandy loam and its minor components are listed as hydric by the NRCS (NRCS, 2019b). The map unit composition is 85 percent Camarillo and similar soils, and 15 percent minor components. The Camarillo series consists of poorly drained fine sandy loam and loam soils formed from alluvium derived from calcareous sedimentary rock. Mapped areas are on floodplains (Camarillo series) and depressions (minor components). Included in this map unit are minor components of unnamed, loamy sand; Goleta, fundamental soil layer (fsl); and Camarillo, ponded soils.
- EaA: Elder sandy loam, 0 to 2 percent slopes, Major Land Resource Area (MLRA) 14 and its minor components are listed as hydric by the NRCS (NRCS, 2019b). The map unit composition is 85 percent Elder and similar soils, and 15 percent minor components. The Elder series consists of well drained sandy loam soils formed from alluvium. Mapped areas are on alluvium and floodplains. Included in this map unit are minor components of Arroyo seco; Gorgonio; Elkhorn, sandy loam; San emigdio, sandy loam; Metz, loamy sand; Xerofluvents, sand; Baywood, loamy sand; and Watsonville, loam.

- Eb: Elder-Soboba complex, 2 to 9 percent slopes and its minor components are listed as hydric by the NRCS (NRCS, 2019b). The map unit composition is 30 percent Elder and similar soils, 30 percent Soboba and similar soils, and 40 percent minor components. The Elder series consists of well drained sandy loam and stratified loamy sand to loam, formed from stratified alluvium derived from sedimentary rock. The Soboba series consists of stony loamy sand and very gravelly sand, formed from coarse textured, stony and gravelly alluvium derived from sandstone. Mapped areas are on alluvial fans (Elder series), valleys (Soboba), and depressions (minor components). Included in this map unit are minor components of Riverwash; Unnamed; Goleta, fine sandy loam; and Metz, loamy sand soils.

Expansive soils cause problems because they contain clay minerals that swell when the moisture content increases and shrink when the moisture content decreases. The soil types within the proposed project site have low ratings for expansive, or shrink-swell, soils.

Paleontological Resources

Paleontological resources are the fossilized evidence of organisms preserved in the geologic (rock) record. Fossils are considered nonrenewable resources that are protected by federal, state, and local environmental laws and regulations. Sedimentary rocks, and some volcanic and metamorphic rocks, have potential to yield significant fossiliferous deposits. The potential paleontological importance of the proposed project area can be assessed by identifying if the rock units are Pleistocene or older (older than 11,000 years) sedimentary deposits within the underlying landform. Based off the rock unit's potential for having significant paleontological resources, the following standard assessments are applied:

- High Potential. Rock units in which vertebrate or significant invertebrate, plant, or trace fossils have been previously recovered and rock units that include sedimentary formations, low-grade metamorphic rocks, and volcaniclastic formations that are temporally (over 11,000 years old) and lithological suitable for fossil preservation.
- Low Potential. Rock units that have been previously determined by scientific consensus to have a low probability to yield significant paleontological resources.
- No Potential. Certain rock units have no potential to preserve organisms in the fossil record, such as high-grade metamorphic rocks, intrusive igneous rocks, and most volcanic rocks.
- Undetermined Potential. Unknown or undetermined sensitivity indicates that the rock unit has not been sufficiently studied or lacks good exposures to warrant a definitive rating (Society of Vertebrate Paleontology, 2010).

The University of California Museum of Paleontological Specimens (UCMPS) identified 4,619 paleontological specimens within the County of Santa Barbara (UCMPS, 2020). The proposed project is located in an area with geologic formations that are not known to

contain paleontological resources and are included within an urban setting with highly disturbed areas such as local roadway and highways, as well as the area near the channelization of San Jose Creek, and the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) (California Department of Transportation [Caltrans], 2018b and 2018c). **Table G-2** provides the specific paleontological potential for the geologic units identified above that are within or adjacent to the proposed project site.

Table G-2. Paleontological Potential

Geologic Unit	Paleontological Potential for Project	Proximity to Proposed Project Site
Qac – Alluvium and colluvium (Holocene and upper Pleistocene)	Low Potential	Within the proposed project site
Qsu – Colluvium (Holocene and upper Pleistocene)	Low Potential	Outside of the proposed project site
Qe – Estuarine deposits (Holocene)	Low Potential	Adjacent to the proposed project site
Tmu – Monterey Formation, upper unit – Miocene	High Potential	Outside of the proposed project site
Af – Artificial fill (Holocene)	Low to No Potential	Within the proposed project site boundaries
Sources: Parikh, 2020a and 2020b		

ii. Regulatory Setting

- Clean Water Act (CWA)
- California Coastal Act
- Alquist-Priolo Earthquake Fault Zoning Act
- Seismic Hazards Mapping Act
- City of Goleta General Plan/Coastal Land Use Plan (City General Plan)
- County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)

iii. Thresholds of Significance

City of Goleta Thresholds

A significant impact on geology/soils would occur if the proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist. The City's Environmental Thresholds and Guidelines Manual provides thresholds for potentially significant impact on geology and soils. Of these thresholds, the following are applicable to the proposed project:

Threshold GEO-1. the project, and/or implementation of required mitigation measures, could result in increased erosion, landslides, soil creep, mudslides, and/or unstable slopes.

Threshold GEO-2. The project site or any part of the project is located on land having substantial geologic constraints, as determined by the City of Goleta. 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.

Threshold GEO-3. 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.

Threshold GEO-4. The project proposes construction of a cut slope over 15-feet in height as measured from the lowest finished grade.

Santa Barbara County Thresholds

Pursuant to the County's Adopted 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 Department. 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 percent grade.

iv. Project Specific Impacts

ai-aiv) **Less than significant (CEQA Checklist ai through aiv, City Thresholds GEO-1 through GEO 4, County Thresholds 1 through 4).** The proposed project consists of a new multipurpose path, bicycle/pedestrian bridge, undercrossings, and culvert for cyclists and pedestrians. The proposed project would help to complete an approximately three-mile-long bicycle and pedestrian path connecting the areas north of US 101 in Santa Barbara County to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). The potential for fault rupture is minimal at the proposed project site. There are no Alquist-Priolo mapped earthquake faults or zones identified on or in the immediate proposed project area. The regional geology is dominated by the Santa

Barbara fold and fault belt and overlapping Santa Ynez Mountain uplift, with several known faults in the vicinity of the area. The closest known fault to the proposed project is the inactive More Ranch Fault, located in the southernmost section of the proposed project southern segment. Surrounding faults include the Glenn Anne fault, San Pedro fault, and Santa Ynez fault (Parikh, 2020a and 2020b).

Liquefaction is a state of almost complete failure of saturated sandy soil due to seismic shaking. Low lying areas of the proposed project site, particularly along San Jose Creek, are most susceptible to liquefaction, although there are no reports of damage due to liquefaction in the City of Goleta. The proposed project would use pile driving, instead of cast-in-drilled-hole (CIDH), methods for constructing piles for retaining walls, the multipurpose path bridge over San Jose Creek, and the culvert under SR 217. Pile driving is a method often used when liquefiable soils are present. Therefore, the proposed project is anticipated to have a less than significant impact.

Although San Jose Creek is immediately adjacent to the proposed project, no construction activity or grading would occur within the top of bank or active channel of San Jose Creek. The proposed project area is on level, flat terrain and does not pose risk of landslide. Existing landslide deposits fall outside of the City, and the geologic unit generally associated with landslide hazards on the South Coast, the Rincon Formation, is not exposed within the City or the proposed project area.

Therefore, impacts to the proposed project due to fault rupture, seismic ground shaking, liquefaction and landslides would be less than significant. No mitigation is required.

b) **Less than significant with mitigation (CEQA Checklist b, City Thresholds GEO-1 and GEO-2, County Threshold 1).** Construction of the proposed project has the potential to expose bare soil. Activities involving soil disturbance, excavation, cutting/filling, and grading could result in increased erosion. Additionally, the use of large construction equipment may compress soil within the staging areas, which could lead to an increase in erosion. The proposed project would comply with City, RWQCB, California Department of Fish and Wildlife (CDFW), and the California Coastal Commission (CCC) requirements and BMPs pertaining to erosion control prevention, such as the use of temporary large sediment barriers and fiber rolls, through the development of a SWPPP. The proposed project SWPPP would also comply with NPDES General Construction, Clean Water Act Section 404, and Clean Water Act Section 401 permitting requirements for preventing erosion at the construction site. Any temporary construction areas would be revegetated, as required through **Mitigation Measure BIO-2.** Upon construction completion the proposed project would include a paved multipurpose path and would revegetate areas disturbed by construction.

Based on adherence to, and implementation of, permitting requirements, building/grading standards, site-specific BMPs, and mitigation measures, the proposed project would result in less than significant impacts to erosion. Therefore, the proposed project

operations would not result in the loss of topsoil and substantial erosion. Refer to Section J, Hydrology and Water Quality, for more detail.

c) **Less than significant (CEQA Checklist c, City Thresholds GEO-1 through GEO-4, County Thresholds 1 through 4)**. The proposed project involves the construction of a multipurpose path that would connect to the existing active transportation network of the City and the County. Construction of the proposed project would involve clearing and grubbing, demolition, drilled holes (steel soldier piles) at the northern segment, CIDH pile installation at the southern segment, spread footing foundations at the northern segment, railroad ties at Union Pacific Railroad (UPRR) bridge at the northern segment, and general construction of the multipurpose path, retaining walls, box culvert, and path bridge. These methods of construction were determined base on the proposed project site soils and the potential for liquefiable soil to be within the construction limits. Therefore, the engineering design of the proposed project would address liquefaction, other seismically induced hazards, and unstable soil conditions. Additionally, no habitable structures are included in the proposed project and the hazard to life from lateral spreading, subsidence, liquefaction or collapse would be similar to existing conditions along the existing segments of the City and County's active transportation network. These impacts are less than significant, and no mitigation is required.

d) **Less than significant (CEQA Checklist d, City Thresholds GEO-1 and GEO-2, County Threshold 1).** Due to the nature of the parent bedrock material in the foothills of the Santa Ynez Mountains, alluvial soils present in various parts of the City and County are commonly classified as expansive; however, as stated above, the soil types within the proposed project site have low ratings for expansive, or shrink-swell, soils. The proposed project is a multipurpose path along San Jose Creek that would not involve the construction of habitable structures. Construction and operation of the proposed project would not result in offsite landslides, later spreading, subsidence, liquefaction, or collapse (refer to discussions under questions a, b, and c, above). Soils onsite are not sufficiently expansive to pose a substantial risk to life and property. Impacts in this regard would be less than significant and no mitigation is required.

e) **Less than significant (CEQA Checklist e, No Applicable City or County Thresholds).** The proposed project consists of a new multipurpose path, bicycle/pedestrian bridge, undercrossings, and culvert for cyclists and pedestrians. The proposed project would help to complete an approximately three-mile-long bicycle and pedestrian path connecting the areas north of US 101 in Santa Barbara County to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). No water or wastewater systems would be included as part of the proposed project. Pursuant to CEQA Guidelines Appendix G Checklist item e, above, septic systems and drywells are not used within the proposed project

The majority of the proposed project would be constructed along the existing San Jose Creek where there are no known existing utilities. However, there are existing utilities within the proposed project southern segment that include water lines and sewer lines.

Near the south end of the southern segment, there is a 2-inch water line, a 15-inch and 30-inch sewer line, and an abandoned 24-inch storm drain crossing under SR 217. These utilities would be protected in place during construction. Thus, the proposed project would neither introduce water or wastewater systems, nor would it relocate existing systems in an area with incompatible soils. Therefore, this impact would be less than significant, and no mitigation is required. See Section S, Utilities and Services, for more details regarding existing utilities.

f) **Less than significant with mitigation (CEQA Checklist f, No Applicable City or County Thresholds)**. As discussed above, there are 4,619 known paleontological specimen within the County of Santa Barbara (UCMPS, 2020); however, the proposed project is located in an area with geologic formations that are not known to contain paleontological resources. In addition, the proposed project area is within an urban setting with highly disturbed areas such as local roadway and highways, as well as the area near the channelization of San Jose Creek, and the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) (Caltrans, 2018b and 2018c). The geologic units identified within the proposed project site have a low to no potential for producing paleontological resources (refer to **Table G-2**). In addition, the Tmu formation, which has a high potential for producing paleontological resources, is not located within the proposed project site (Parikh, 2020b). Thus, the presence of unique geologic features within the proposed project are not anticipated. There is a chance that during construction, if undisturbed soil is encountered, there is a low potential for paleontological resources to be present.

Therefore, **Mitigation Measure GEO-1** would reduce impacts to less than significant if unknown paleontological resources are encountered during construction.

v. Cumulative Impacts

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. The proposed project would not combine with past, present, and reasonably foreseeable projects in the area. While potential impacts may occur, the mitigation measures and BMPs required for this proposed project, along with BMPs and the minimization and mitigation measures required for the nearby projects would reduce individual project impacts. Thus, the proposed project, in combination with past, present, and reasonably foreseeable projects, would preserve geologic features, enhance seismic safety at the proposed project site, reduce impacts to paleontological resources, and remain consistent with County, City, and local policies related to seismic safety and geologic resources. Therefore, impacts of the proposed project would not have the potential to combine with impacts from past, present, or reasonably foreseeable projects to result in a cumulative impact. Cumulative impacts are considered less than significant with the implementation of mitigation measures.

vi. Mitigation Measures and Conditions

Mitigation Measure GEO-1: If paleontological resources are discovered during earth-moving activities, the construction crew will immediately cease work in the vicinity of the find and will notify the City planning department. The project contractor or City will retain a qualified paleontologist to evaluate the resource and prepare a proposed mitigation plan in accordance with the most recent Society of Vertebrate Paleontology guidelines. The mitigation plan will include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings, depending on the resources identified during construction. Recommendations determined by the qualified paleontologist and the City, based on the resources identified, will be implemented before construction activities can resume at the site where the paleontological resources were discovered.

vi. Residual Impacts

No residual impacts to geology and soils would occur as a result of the construction and operation of the proposed project. With implementation of **Mitigation Measures GEO-1,** residual project impacts on paleontological resources during construction would be less than significant because if a resource are identified, work within the area would be stopped and the outlined steps within **Mitigation Measures GEO-1** would be followed.

H. Greenhouse Gas Emissions

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Greenhouse Gas Emissions –Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

This section incorporates the analysis, findings, and recommendations in the *Air Quality Technical Memorandum for San Jose Creek Multipurpose Path Project – Northern Segment* (Dewberry, 2022f) and *Air Quality Technical Memorandum for San Jose Creek Multipurpose Path Project – Southern Segment* (Dewberry, 2022g).

This section also incorporates results of air quality modeling utilizing the California Roadway Emissions Model (CREM) which was developed by the Sacramento Air Quality Management District to assist in estimating emissions from a variety of projects to estimate greenhouse gas (GHG) production. This model was selected as the modeling

tool for the proposed project because the multipurpose path is similar to a one-lane road during construction and there are no major changes in land use when compared to other modeling tools (Dewberry, 2022f and 2022g).

i. Existing Setting

Climate Change Background

Parts of the Earth's atmosphere act as an insulating "blanket" for the planet. This "blanket" of various gases traps solar energy, which keeps the global average temperature in a range suitable for life. The collection of atmospheric gases that comprise this blanket are called greenhouse gases (GHGs) based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), and chlorofluorocarbons (CFCs), act as effective global insulators, reflecting visible light and infrared radiation back to earth. Most scientists agree that human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. As a result, the Earth's overall temperature is rising.

Climate change could impact the natural environment in California by triggering, among other things:

- Rising sea levels along the California coastline;
- Extreme-heat conditions, such as heat waves and very high temperatures, which could last longer and become more frequent;
- Increase in heat-related human deaths, an increase in infectious diseases, and a higher risk of respiratory problems caused by deteriorating air quality;
- Reduced snowpack and stream flow in the Sierra Nevada mountains, affecting winter recreation and water supplies;
- Potential increase in the severity of winter storms, affecting peak stream flows and flooding;
- Changes in growing season conditions that could affect California agriculture, causing variations in crop quality and yield; and
- Changes in distribution of plant and wildlife species due to changes in temperature, competition from colonizing species, changes in hydrologic cycles, changes in sea levels, and other climate-related effects.

Greenhouse Gases

According to the U.S. Environmental Protection Agency (U.S. EPA), a GHG is any gas that absorbs infrared radiation in the atmosphere. This absorption traps heat within the atmosphere creating a greenhouse effect that is slowly raising global temperatures. California law defines GHG to include the following: CO_2, CH_4, N_2O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) (Health and Safety Code, section 38505(g)). GHGs are vital to life on earth; however, increasing GHG concentrations are warming the planet.

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP). It is expressed as a function of how much warming would be caused by the same mass of CO_2. In general, CH_4 has 21 times the warming potential of CO_2 and N_2O has 310 times the warming potential of CO_2. Thus, GHG emissions are typically measured in terms of pounds or tons of CO_2 equivalents (CO_2e) and are often expressed in metric tons of CO_2e ($MTCO_2e$) or millions of metric tons of CO_2e ($MMTCO_2e$).

Global Climate Change

Global climate change is addressed through the efforts of various federal, state, regional, and local government agencies as well as national and international scientific and governmental conventions and programs. These agencies work jointly and individually to understand and regulate the effects of GHG emissions and resulting climate change through legislation, regulations, planning, policymaking, education, and a variety of programs. The significant agencies, conventions, and programs focused on global climate change are listed below.

- Federal U.S. Environmental Protection Agency (U.S. EPA)
- California Air Resources Board (CARB)
- California Executive Order S-3-05
- California Executive Order S-13-08
- California Global Warming Solutions Action of 2006 (Assembly Bill [AB] 32)
- Senate Bill (SB) 97
- State of California Climate Change Proposed Scoping Plan
- Senate Bill (SB) 375
- Santa Barbara County Air Pollution Control District (SBCAPCD)
- 2006 City of Goleta General Plan/Coastal Land Use Plan (City General Plan) Conservation Element
- 2014 City of Goleta Climate Action Plan (CAP)
- City of Goleta Energy Efficiency Standards (reach code)

City of Goleta

The City General Plan Conservation Element Implementation Action 5 (CE-IA-5) and 2014 Climate Action Plan (CAP) identify measures to effectively meet State of California established GHG reduction targets and energy efficiency goals, as articulated in Assembly Bill (AB) 32 and the California Public Utilities Commission's (CPUC) Long-Term Energy Efficiency Strategic Plan and implemented in the California Building Code (CBC) Titles 20 and 24.

According to the City's 2014 CAP, energy consumption by the City's built environment will represent 43 percent community emissions in 2020. Implementation of measures reducing electricity usage and improving energy performance, therefore, are vital to the City's CAP. The City's CAP identifies 13 building energy measures (eight energy

efficiency measures) with the goal of reducing GHG emissions through lower electricity and natural gas use. The measures include implementing the City's adopted "reach code" (November 2010) which requires new building efficiency 15 percent to "reach" beyond Title 24 building code energy efficiency measures, financing programs for both residential and commercial energy retrofits, urban forest management, programs for residential and commercial solar, and Community Choice Aggregation (CCA) to encourage use of renewable energy use and the resultant realization of a reduction in GHG.

Santa Barbara County

In May 2015, the County of Santa Barbara Board of Supervisors adopted the *Energy and Climate Action Plan* (ECAP). The ECAP includes a GHG emissions forecast for unincorporated Santa Barbara County to 2035. The ECAP commits the County to reduce community wide GHG emissions by 15 percent below 2007 levels by 2020 consistent with the California Global Warming Solutions Act of 2006 (AB 32) and the related *Climate Change Scoping Plan* (California Air Resources Board, 2008). The ECAP concludes that the County can meet this emission reduction target by implementing 53 existing and new County projects, policies, and programs ("emission reduction measures"), such as an energy checklist for residential building permits (BE 2), energy efficiency education and outreach programs (BE 4), and additional opportunities to recycle cardboard, glass, paper, and plastic products (WR 2). In addition, the ECAP also identifies the need to the County to provide 60 miles of an integrate bicycle system, have 65 percent of residents within 0.25 mile of alternative or active transportation facilities, and provide pedestrian improvements to obtain a 30 percent student use of alternative modes of transportation.

The County's 2018 ECAP Progress Report indicates that the County and community are behind in implementing many of the ECAP's emission reduction measures (ERMs) and the unincorporated County's GHG emission are trending in the wrong direction (GHG levels are 14 percent above the 2007 levels as of 2016). Many ERMs need additional attention and funding from the County to help reach the 2020 reduction target of 15 percent below 2007 levels (Santa Barbara County, 2018).

ii. Regulatory Setting

- Federal Clean Air Act (CAA)
- California Clean Air Act (CCAA)
- California Assembly Bill (AB) 32
- California Senate Bill (SB) 97
- California SB 375
- California SB 743
- California Executive Order (EO) S-01-07
- CARB Climate Change Scoping Plan (Scoping Plan)
- City General Plan/Coastal Land Use Plan (City General Plan)
- City of Goleta Climate Action Plan (CAP)

- County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP)
- Santa Barbara County Energy and Climate Action Plan (ECAP)
- Eastern Goleta Valley Community Plan (EGVCP)

iii. Thresholds of Significance

City of Goleta Thresholds

The City is located in the County and shares meteorological attributes, as well as similar land use patterns and policies, and thresholds deemed applicable in Santa Barbara County would also reasonably apply to projects within the City. Therefore, this analysis uses the Santa Barbara County Interim Thresholds of Significance, adopted in January 2021, to determine the significance of GHG emissions related to this proposed project, based on the 300 $MTCO_2e$ per year or 3.8 $MTCO_2e$ per service population per year threshold for commercial and residential land uses.

According to the applicable thresholds for this proposed project, the proposed project would result in a significant impact if it:

A. Generates operational emissions in an amount more than 300 $MTCO_2e$/year, and/or results in significant construction or operational GHG emissions based on a qualitative analysis.

B. Fails to employ reasonable and feasible means to minimize GHG emissions in a manner that is consistent with the goals and objectives of AB 32.

In addition, the significance thresholds that have been established by the SBCAPCD are considered appropriate for use as a guideline for the impact analysis because the City of Goleta has not yet adopted thresholds of significance for construction emissions.

Santa Barbara County Thresholds

The County of Santa Barbara Board of Supervisors adopted the *Environmental Thresholds and Guidelines Manual* (County Threshold Manual) in January 2021. The manual provides the following factors to consider when analyzing GHG emissions: (1) the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) Whether the project emissions exceed a threshold of significance that applies to the project; and (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. This document provides for the following GHG emissions thresholds for industrial stationary source thresholds and non-industrial stationary source projects. According to the applicable thresholds for this proposed project, the proposed project would result in a significant impact if it:

- Generates operational emissions in an amount more than the GHG screening threshold of 300 $MTCO_2e$ per year ($MTCO_2e$/yr)

- Generates operational emissions in an amount more than the significance threshold is 3.8 $MTCO_2e$ per service population per year.[2]

There are no County thresholds of significance for construction emissions. The County Threshold Manual provides guidance on construction-related emissions, stating that "[c]onstruction-related emissions are to be amortized across the lifetime of the project (i.e., dividing total construction emissions by the number of years the project is expected to be operated)." The assumption is that the San Jose Creek Multipurpose Path Project would operate for until repairs or replacement is required, which is anticipated to be more than 30 years.

In May 2015, the County of Santa Barbara Board of Supervisors adopted the *Energy and Climate Action Plan* (ECAP). The ECAP does not have specific thresholds for construction; however, one of the main goals is to have 65 percent of the County residence located within 0.25 mile of alternative or active transportation facilities and to install more than 60 miles of bicycle paths, and improve pedestrian access to schools so that 30 percent of students can use alternative modes of transportation.

Santa Barbara County Air Pollution Control District

The SBCAPCD GHG threshold is defined in terms of $MTCO_2e$. If annual GHG emissions exceed these thresholds, the project would result in a significant impact both at the project level and the cumulative level. SBCAPCD has set thresholds for stationary sources for as provided in **Table H-1**.

Table H-1. SBCAPCD GHG Thresholds

Air Pollutant	Threshold
$MTCO_2e$ (GHG)	<10,000 MT (metric tons) CO_2e/yr
NO_2	< 25 lbs/day
ROG/ROC/VOCs	< 25 lbs/day

SBCAPCD also states that a project (stationary) would *not* have a significant GHG impact is it would:

- Emit less than the significance levels provided in **Table H-1**; or
- Show compliance with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions; or
- Shows consistency with the AB 32 Scoping Plan GHG emission reduction goals reducing project emissions 15.3 percent below Business as Usual (BAU).

[2] The County uses the Bay Area Air Quality Management District (BAAQMD) definition of service population, which is the sum of full-time employees and full-time residents of a project.

SBCAPCD does not have adopted thresholds of significance for construction related GHG emissions.

iv. Project Specific Impacts

a) **Less than significant (CEQA Checklist a, CEQA Guidelines Section 15064, City Thresholds for GHG emissions, County Thresholds for reducing GHG emissions, SBCAPCD Thresholds in Table H-1).** The proposed project would construct a multipurpose path that would provide a link in the regional active transportation network for local residents, connecting areas north and south of US 101, east and west of SR 217, and ultimately connecting the portions of the City and County north of US 101 to the University of California Santa Barbara (UCSB) and Goleta Beach, as well as connecting residential and commercial land uses. The proposed project would not create new demand for energy, significantly alter any surrounding land use, or create any other permanent source of GHG emissions. Therefore, the proposed project would not change operational GHG emissions compared to existing conditions and there would be no GHG impacts associated with proposed project operations.

Construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During project construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Two Air Quality Technical Memoranda, were completed for the proposed project, one memorandum for each project segment, modeling the northern segment and the southern segment separately (Dewberry, 2022f and 2022g). The memoranda used the Caltrans Roadway Construction Emissions Modeling tool, which is frequently used across the state to assist is estimating the projected emissions for the construction of transportation projects. The model used for the proposed project included the following assumptions: 1) the types and quantities of construction equipment typical of bicycle trail projects would be used; 2) all on-road equipment used for the proposed project would be year 2010 or newer models; and 3) all construction equipment would meet CARB Tier 4 requirements (Dewberry, 2022f and 2022g). **Table H-2** compares thresholds adopted by SBCAPCD to the combined model results of the two memoranda. A maximum of 974 $MTCO_2e$ would be emitted for the proposed project during construction, assuming both segments are constructed simultaneously over the course of one year. Therefore, GHG emissions would not exceed the 10,000 $MTCO_2e$ per year threshold (SBCAPCD, 2015).

Table H-2. Proposed Project Construction Emissions Predictions*

Emissions	SBCAPCD Thresholds	Project Emissions
CO_2e/GHGs	<10,000 $MTCO_2e$/yr	974 $MTCO_2e$ for construction phase
NO_2	< 25 lbs/day	11.91 lbs/day
ROG/ROC/VOCs	< 25 lbs/day	5.09 lbs/day

Emissions	SBCAPCD Thresholds	Project Emissions
SO_2	n/a	0.18 lbs/day
$PM_{2.5}$	n/a	8.9 lbs/day
PM_{10}	n/a	40.75 lbs/day
Source: Dewberry, 2022f and 2022g. Notes: CO_2e = carbon dioxide equivalent; lbs = pounds; n/a = not applicable * There are no City or County thresholds of significance for construction emissions. The City and County thresholds are for operation of non-industrial stationary sources.		

The proposed project construction is considered small, short-term in nature, and would not generate substantial air quality pollutant concentrations, including GHG emissions, as discussed under Section C, Air Quality. As shown above, the estimated emissions from the proposed project would not exceed the SBCAPCD threshold for $MTCO_2e$. In addition, following the guidance of the County Threshold Manual and assuming that the San Jose Creek Multipurpose Path Project would operate for more than 30 years, the amortization of the construction emissions would be approximately 32 $MTCO_2e$ per year[3], which is below the operating threshold for the County of 300 $MTCO_2e$ per year for non-industrial stationary sources. Construction activities would be subject to the implementation of air quality BMPs as presented in Section C, Air Quality.

b) **Less than significant (CEQA Checklist b, CEQA Guidelines Section 15064, City Thresholds for GHG reduction plans, policies, and regulations, County Thresholds for implementing the ECAP).** As discussed in Section C, Air Quality, above, the proposed project would not exceed the SBCAPCD project-level construction related thresholds for emissions for certain criteria pollutants. As discussed in question a, above, the proposed project would result in a maximum of 974 pounds of $MTCO_2e$ over a one-year construction period. This is below the typically assumed threshold of 10,000 $MTCO_2e$ per year. The amortization of the construction emissions would be approximately 32 $MTCO_2e$ per year, which is below the operating threshold for the County of 300 $MTCO_2e$ per year for non-industrial stationary sources.

As mentioned above, the County's ECAP contains the goal to have 65 percent of the County residence located within 0.25 mile of alternative or active transportation facilities and to install more than 60 miles of bicycle paths, and improve pedestrian access to schools so that 30 percent of students can use alternative modes of transportation. This proposed project would construct a multipurpose path that would provide a link in the regional active transportation network, thus helping the County reach the ECAP goal. The proposed project would, therefore, be consistent with the County ECAP.

The City's Climate Action Plan includes reduction categories of GHG sources and associated reduction measures in five areas. Of these five areas, one is applicable to the proposed project, as follows: The On-Road Transportation and Land Use measures focus

[3] 974 $MTCO_2e$/30 years = 32.47 $MTCO_2e$/yr (total construction emissions divided by the number of years the project is expected to be operated)

on reducing emissions by reducing vehicle miles traveled (VMT) through multimodal transportation options, reduces emissions by supporting design guidelines that will result in more compact, walkable, and transit accessible neighborhoods. This proposed project would construct a multipurpose path that would provide a link in the regional active transportation network, thus helping the City reach the CAP goal. The proposed project would, therefore, be consistent with the City CAP.

Therefore, given the relatively low levels of GHG emissions during construction, the consistency with the City of Goleta and Santa Barbara County Climate Action Plans, the implementation of BMPs, along with compliance with federal, State, and local regulations and policies. The proposed project would not conflict with any identified plans adopted for the reduction of GHG emissions. Impacts are considered less than significant, and no mitigation is required.

Upon construction completion, the proposed project would be a multipurpose path that would provide a link in the regional active transportation network identified in the City General Plan, the City's Bicycle and Pedestrian Master Plan, the County Comprehensive Plan/LCP, and the EGVCP. Operations of the proposed project would not result in new sources of emissions of criteria pollutants (GHG emissions) over time, thus the proposed project would not conflict with City, County, or SBCAPCD applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions. Impacts are less than significant in this regard.

v. Cumulative Impacts

No cumulative impacts are anticipated as project specific construction and operational air quality impacts are judged to be temporary and less than significant and with implementation of air quality BMPs, construction emissions would be reduced to acceptable levels.

Short-term GHG emissions are those that are generated during construction of the proposed project. There emissions would not exceed GHG emissions thresholds and would be further reduced by the implementation of BMPs recommended by SBCAPCD and listed above in Section C, Air Quality, subsection vi. Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. As discussed in Appendix C, there are three nearby roadway and bridge projects that within or in close proximity to the proposed project area: the SR 217 Bridge Replacement Project over San Jose Creek; the Hollister Avenue Bridge Project over San Jose Creek; and the US 101 Bridge Replacement Project over San Jose Creek. Each of these projects have independent utility, and while they cross over San Jose Creek, each project is distinct in its construction purpose, timing, and effect on the environment. However, all projects would be required to implement BMPs and project-specific mitigation to reduce air pollutant, including criteria pollutants and GHG emissions, during construction. Thus, the proposed project, in combination with past, present, and reasonably foreseeable projects, would be consistent with air quality management plans and applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions. The proposed project's

contribution to regional cumulative GHG emissions is therefore considered less than significant.

The proposed project does not add any uses or facilities that generate emissions operationally. The proposed project would provide an alternative mode of transportation within the City and County; thus, it has the potential to reduce vehicle emissions and pollutant loads from local residents seeking to access UCSB, Goleta Beach Park and other areas in the City and County through the active transportation network. Therefore, operation of the proposed project would have a less than significant contribution to regional cumulative traffic. The proposed project's contribution to regional cumulative GHG emissions is therefore considered less than significant.

vi. Minimization Measures and Conditions

The proposed project would have less than significant impacts; therefore, no mitigation is required. The proposed project would implement the BMPs identified in Section C, *Air Quality*, regarding ozone and GHG emissions.

vii. Residual Impacts

The proposed project would comply with the City CAP and County ECAP, along with compliance of State, City, County, and SBCAPCD policies and regulations. In addition, the proposed project would implement BMPs to ensure that construction emissions remain below thresholds. Therefore, no residual impacts would result from the proposed project.

I. Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Hazards and Hazardous Materials –Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

This section incorporates the analysis, findings, and recommendations in the *Initial Site Assessment (ISA) for San Jose Creek Multipurpose Path Project – Northern Segment* (Dewberry, 2022h) for the northern segment and *Initial Site Assessment (ISA) for San Jose Creek Multipurpose Path Project – Southern Segment* (Dewberry, 2022i).

i. Existing Setting

The ISAs identify Recognized Environmental Conditions (RECs) for the proposed project site that may adversely affect proposed project construction or right-of-way acquisition or easements. RECs are defined by the ASTM Practice E 1527-05 as: “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Database reports were obtained from Environmental Database Resources, Inc. (EDR) consisting of information compiled from various government records, such as Geotracker, National Priorities List, and EnviroStor, for information regarding the proposed project area. Based on the results of the records review, no known hazardous waste sites or RECs have been identified in the proposed project site.

The proposed project site is located in an urban setting and is surrounded by existing development, major transportation corridors, and natural constraints. A reconnaissance of the proposed project site was performed in May 2019 for the preparation of the ISAs (Dewberry, 2022h and 2022i). The site reconnaissance revealed no potential RECs. No

tanks, sumps, drums, or overhead utilities along the proposed project site. No visible leaks, damaged vegetation, or odors of concern were observed. While no above ground tanks were visible from the surveyed areas, they were identified and discussed in the record search section above. Road striping was observed on Calle Real, SR 217, and South Kellogg Avenue, increasing likelihood that lead based paints (LBPs) may be present on the proposed project site. There is the potential for aerially deposited lead (ADL) due to nearby Calle Real, US 101, SR 217, and South Kellogg Avenue. The proposed project crosses under the UPRR tracks.

No utility poles or substations were observed on or adjacent to the proposed project northern segment. Critical utilities observed on or adjacent to the proposed project southern segment include overhead utilities, signage indicating the presence of underground gas, sewage, and water pipelines and buried telephone/communication cables, and surface electrical and water utilities. The overhead utilities are located near the northern limits of the proposed project southern segment, running perpendicular to SR 217 and South Kellogg Avenue. No large power substations or step-down transformers, which are known to contain polychlorinated biphenyls (PCBs), were noted in the vicinity of the proposed project site. No spills or hazardous materials response events related to PCBs were identified during the completion of the ISAs (Dewberry 2022h and 2022i).

There is little to no potential for naturally occurring asbestos (per the “General Location Map for Ultramafic Rocks”). The proposed project site is not located near any of the areas identified as containing ultramafic rocks (Dewberry, 2022h and 2022i).

ii. Regulatory Setting

- Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA)
- Resource Conservation and Recovery Act of 1976 (RCRA)
- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)
- Federal Executive Order (EO) 12088
- California Health and Safety Code
- Porter-Cologne Water Quality Control Act
- California Code of Regulations (CCR) Title 22 Division 4.5
- CCR Title 23
- CCR Title 27

- City General Plan/Coastal Land Use Plan (City General Plan)
- County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)
- Multi-Jurisdictional Hazard Mitigation Plan[4]
- Santa Barbara County Air Pollution Control District (SBCAPCD) Regulations
- Public Health Department (PHD) Environmental Health Hazardous Materials Division
- PHD and Santa Barbara County Fire Department (SBCFD) Hazardous Materials Business Plan (HBP)

iii. Thresholds of Significance

City of Goleta Thresholds

The City's adopted Environmental Thresholds and Guidelines Manual (Thresholds Manual) address public safety impacts resulting from involuntary exposure to hazardous materials. These thresholds focus on the activities that include the installation or modification to facilities that handle hazardous materials, transportation of hazardous materials, or nonhazardous land uses in proximity to hazardous facilities. A significant impact with regard to hazards and hazardous materials would be expected to occur if the proposed project resulted in an increase of public safety risks that exceed risk-based thresholds contained in the City's Thresholds Manual.

For the proposed project, an impact would be considered significant if it results in an unsafe exposure of people to a variety of hazards or hazardous materials. For hazardous material releases, determination of whether unsafe exposure levels exist is dependent upon the following: type of hazardous material released, media to which the hazardous material was released (e.g., to air, soil, or water), concentration to which such hazardous material exists in air, soil, or water, duration of the release, and persistence of the hazardous material in the environment. Permissible exposure levels if such releases occur are estimated in the National Institute of Occupational Safety and Health (NIOSH) Handbook.

Santa Barbara County Thresholds

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. A significant impact would be expected to occur if the

[4] The *Multi-Jurisdictional Hazard Mitigation Plan* was prepared and formulated with input and coordination from each incorporated city, the County of Santa Barbara, citizen participation, responsible officials, and support from the State of California Governor's Office of Emergency Services (CalOES) and the Federal Emergency Management Agency (FEMA).

proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist.

iv. Project Specific Impacts

a) **Less than significant (CEQA Checklist a, City Thresholds for handling and transportation of hazardous materials, County Threshold is the same as CEQA Checklist).** The proposed project would not create a significant hazard to the public or environment through the routine transport, use or disposal of hazardous materials. The proposed project would be used for recreation and commuting purposes and would improve access between areas north of US 101 to the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). The proposed project would not result in the routine transport of hazardous materials.

Hazardous materials that are typically used during construction include, but are not limited to, hydraulic oil, diesel fuel, grease, lubricants, solvents, and adhesives. Although equipment used during construction activities could contain various hazardous materials, these materials would be used in accordance with the manufacturer's specifications and all applicable regulations. Minor fuel or oil spills could occur during construction activities. The release, even if accidental, of hazardous materials into the environment is regulated through existing federal, State, and local laws. These regulations require emergency response from local agencies to contain hazardous materials in the event of an accidental release. The use of handling of hazardous materials during construction activities would occur in accordance with applicable federal, state, and local laws, including the California OSHA (CalOSHA) requirements. Implementation of construction best management practices (BMPs), compliance with vehicle manufacturer's specifications, and compliance with applicable regulations would result in impacts that are less than significant. No mitigation is required.

b) **Less than significant with mitigation (CEQA Checklist b, City Thresholds for unsafe exposure of people to hazardous materials, County Threshold is the same as CEQA Checklist).** There are no known hazardous waste sites or RECs within the proposed project site. The proposed project would be used for recreation and commuting purposes and would improve access between areas north of US 101 to the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). Operations of the proposed project would not be used by motor vehicles that often carry hazardous material, and the proposed project would not increase the number of vehicles using the surrounding roadways. The potential for release of hazardous materials into the environment would be similar to existing conditions and impacts would be less than significant.

Construction of the proposed project could result in the disturbance of hazardous materials. During construction activities, the construction contractor would observe the provisions of the Worker's Compensation and Safety Laws of the State of California, Division V of the Labor Code, and would use all accepted and best safety practices for the public and contractor's employees. The proposed project's construction contractor

would also implement Caltrans 2018 Standard Specifications 14-11.02, Discovery of Unanticipated Asbestos and Hazardous Substances. In addition, the proposed project contractor would amend their CAL/OSHA Injury and Illness Prevention Program to include discussions of unanticipated discovery of hazardous substances, including lead based paint and aerially deposited lead.

Lead Based Paint

Lane striping has the potential to contain LBP if the road was constructed prior to 1978. Calle Real, South Kellogg Avenue, and SR 217 have been located along existing alignment since before 1978, and road striping was observed on these roadways during the site reconnaissance. Implementation of **Mitigation Measure HAZ-1** and **HAZ-2** would reduce impacts to less than significant levels.

Aerially Deposited Lead

Roadways within the proposed project area that have the potential to have ADL within their right-of-way, include Calle Real, US 101, SR 217, and South Kellogg Avenue. Due to the heavy use of these roadways, the age of the roadways, and their proximity to the proposed project site, there is potential for the areas adjacent to Calle Real, US 101, SR 217, and South Kellogg Avenue to contain elevated levels of ADL. Implementation of Mitigation **Measure HAZ-1 and HAZ-2** would reduce impacts to less than significant levels.

Treated Wood

Proximity of the proposed project to the UPRR, which has existed along its current alignment since 1928 or earlier, increases the chances for presence of creosote treated wood. The proposed project would not directly disturb existing railroad ties; however, it would provide additional railroad ties to fill in the existing gaps. Soil disturbance in the proximity of the UPRR may heighten potential for encountering undocumented contaminated soil. Treated wood may also be present in signage within the proposed project site. Treated wood can contain hazardous compounds such as creosote, polynuclear aromatic hydrocarbons and others. The proposed project would dispose of treated wood at a RWQCB treated wood waste landfill per requirements set forth in Assembly Bill 332 and California Health and Safety Code section 25230. Therefore, this impact is considered less than significant.

Overhead Utilities

Overhead utilities on and adjacent to the proposed project site may be temporarily relocated during construction; however, operation of the utilities would be maintained throughout construction activities. In the event that utility relocation is required within the project site, relocation would occur in accordance with applicable regulations, BMPs, and in coordination with the local utility company. Impacts associated with overhead utilities are considered less than significant.

The proposed project has the potential to use a variety of hazardous materials during construction activities, as discussed under question a, above. These materials would be stored, handled, and transported per federal, state, and local regulatory requirements. Implementation of construction BMPs, compliance with vehicle manufacturer's specifications, and compliance with applicable regulations would result in impacts that are less than significant with the implementation of **Mitigation Measure HAZ-1 and HAZ-2**.

c) **Less than significant (CEQA Checklist c, City Thresholds for releases of hazardous materials, County Threshold is the same as CEQA Checklist).** The nearest schools in the proposed project site are located approximately 1,000 feet from the proposed project southern segment. These include St. Raphael Elementary School located at 160 St. Josephs Street, approximately 1,000 feet east of the proposed project, and the Rainbow kindergarten school located at 5689 Hollister Avenue, approximately 1,000 feet west of the proposed project. Construction activities would not emit hazardous emissions that would impact these schools. Common materials used at construction sites, gasoline, diesel fuel, and other materials would not be stored on site. As discussed under questions a and b, above, the proposed project would implement standard construction BMPs, such as compliance with vehicle manufacturer's specifications and restrictions on locations for equipment fueling. Therefore, this impact is considered less than significant.

d) **No impact (CEQA Checklist d, City Thresholds for releases of hazardous materials, County Threshold is the same as CEQA Checklist).** The proposed project site is not included in the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Caltrans, 2017). Impacts related to the accidental release of hazardous materials are discussed under item b, above.

e) **Less than significant (CEQA Checklist e, City Thresholds for public safety, County Threshold is the same as CEQA Checklist)**. The proposed project southern segment is located approximately 1,000 feet east of the Santa Barbara public airport and runway complex; it is not within the airport's land use plan. The tallest construction equipment to be used would be associated with the construction of the proposed multipurpose path bridge; this equipment would be approximately 120 feet; however, the proposed project multipurpose path bridge over San Jose Creek is outside of this zone. Within the Santa Barbara Airport flight approach zone, construction equipment would be up to 20 feet in height. Construction equipment does not have height restrictions because it is outside of the airport's land use plan and outside restricted air space areas. Based on these heights, construction equipment would not interfere with flight patterns at Santa Barbara Airport. Therefore, the construction equipment used to build the multipurpose path would not create a safety hazard or impair airport operations.

While portions of the proposed project southern segment are located within the Santa Barbara Airport flight approach zone, the proposed project multipurpose path bridge over San Jose Creek is outside of this zone. In addition, the proposed multipurpose path bridge would be approximately 10 feet above existing ground level at the surface of the

multipurpose path; safety fencing would be installed and would be approximately 8 feet in height. The proposed project would not interfere with flight patterns at Santa Barbara Airport. The number of people residing or working within the vicinity of the proposed project site would remain similar to existing conditions. The proposed project would result in less than significant impacts to the Santa Barbara Airport, and no mitigation measures are required.

f) **Less than significant (CEQA Checklist f, City Thresholds for public safety, County Threshold is the same as CEQA Checklist).** The proposed project would not impair implementation of or physically interfere with an adopted local City or County emergency response plan. The proposed project would require partial lane and shoulder closures along Calle Real and SR 217 during construction. These would be temporary in nature and may increase travel times during construction; however, all roadways would remain open during construction of the proposed project. Any increase in travel time for an emergency response plan or evacuation route would cease upon construction completion. The proposed project would be coordinated with the Santa Barbara County Fire Department, Santa Barbara County Sheriff's Department, and other law enforcement or emergency service providers within the area; therefore, the proposed project's impact on emergency response plans and evacuation routes would be less than significant.

g) **Less than significant (CEQA Checklist g, City Thresholds for public safety, County Threshold is the same as CEQA Checklist).** The proposed project is not located within a State Responsibility Area (SRA), nor is it located within a high or very high fire hazard severity zone. The proposed project is a multipurpose path that would improve the active transportation network in the City of Goleta. According to the California Department of Forestry and Fire Protection (CalFire), the proposed project is located in an "urban unzoned" fire hazard severity zone. Therefore, the proposed project would not expose people or structures to a significant risk from wildland fires, beyond what is currently present. Impacts would be less than significant in this regard. No mitigation is required.

During construction, workers would be present on site; however, this increase in workers would be temporary in nature as it would last a maximum of approximately 12 months. The proposed project will be coordinated with the Santa Barbara County Fire Department, as well as the County's Sheriff's Office and other law enforcement or emergency service providers within the area, through a standard Construction Period Emergency Access Plan. Therefore, impacts would remain less than significant during construction.

v. Cumulative Impacts

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are discussed in Appendix C. The proposed project would not combine with past, present, and reasonably foreseeable projects in the area. While potential impacts may occur, implementation of mitigation measures and BMPS for this

proposed project, along with BMPs and the minimization and mitigation measures required for the nearby projects would reduce individual project impacts. Thus, the proposed project, in combination with past, present, and reasonably foreseeable projects, would not have the potential to combine with impacts from past, present, or reasonably foreseeable projects to result in a cumulative impact. Cumulative impacts are considered less than significant with the implementation of mitigation measures.

vi. Mitigation Measures and Conditions

Mitigation Measure HAZ-1: A California-licensed abatement contractor will conduct a survey for lead containing materials prior to demolition (including concrete elements) and contractor will submit a National Emission Standard for Hazardous Air Pollutants (NESHAP) notification. Per Section 14-9.02 of the asbestos NESHAP regulation, all "demolition activity" requires written notification even if there is no asbestos present. This notification should be typewritten and postmarked or delivered no later than ten days prior to the beginning of the asbestos demolition or removal activity.

If lead containing materials are found, the following will be required:

- Building materials associated with paint on structures, and paint on utilities should be abated by a California-licensed abatement contractor and disposed of as a hazardous waste in compliance with SSP 14-11.13 and other federal and state regulations for hazardous waste.
- A Lead Compliance Plan should be prepared by the contractor for the disposal of lead-based paint. The grindings (which consist of the roadway material and the yellow and white color traffic stripes) will be removed and disposed of in accordance with Standard Special Provision 36-4 (Residue Containing High Lead Concentration Paints). In addition, the Lead Compliance Plan will also contain the following provision to address aerially-deposited lead: SSP 7-1.02K (6)(j)(iii) – Earth Material Containing Lead.
- A California-licensed lead contractor should be required to perform all work that will disturb any lead-based paint as a result of planned or unplanned renovations in the project area, including the presence of yellow traffic striping and pavement markings that may contain lead-based paint. All such material must be removed and disposed of as a hazardous material in compliance with SSP 14-11.12.

Mitigation Measure HAZ-2: The following actions are recommended for handling and disposal of soils that contain an elevated level of ADL during the pre-construction/pre-demolition phase:

- A California-licensed abatement contractor will sample and test a representative sample of soils at the project site for hazardous levels of aerially deposited lead. Representative samples of exposed shallow soils will be collected at multiple locations along the project site and analyzed for total lead and extractable lead concentrations.

- If hazardous levels of aerially deposited lead are found in the soils at the project site, the following will be required:
    - Removal, disposal, storage and transportation of materials contaminated with hazardous levels of aerially-deposited lead will be performed in compliance with all applicable federal, state, and local laws, including but not limited to requirements of State Water Resources Control Board and California Regional Water Quality Control Board water quality control plans and waste discharge permits, Coastal Zone Permit requirements for ADL-contaminated soil, DFW permit requirements for ADL-contaminated soil, and all requirements of the applicable Air Quality Management District and/or the Air Pollution Control District.
    - Removal, disposal, storage, and transportation of materials contaminated with hazardous levels of aerially-deposited lead shall be performed in compliance with the Soil Management Agreement for Aerially-deposited Lead-Contaminated Soils between Caltrans and the Department of Toxic Substance Control, if the project site is within the state right-of-way or Caltrans is acting as direct oversight for the project.

vii. Residual Impact

No residual impacts are expected with implementation of **Mitigation Measures HAZ-1** through **HAZ-2** and the compliance of the health and safety code, labor code, and Caltrans 2018 standard specification. This is because the mitigation measures and regulations provide safety and handling procedures in case of encountering hazards and hazardous materials during construction activities, thus reducing impacts to less than significant.

J. Hydrology and Water Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Hydrology and Water Quality – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	☐	☒	☐	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

This section incorporates the analysis, findings, and recommendations in the *Water Quality Assessment Report San Jose Creek Multipurpose Path Project – Northern Segment* (Dewberry, 2022j) and the *Water Quality Assessment Report San Jose Creek Multipurpose Path Project – Southern Segment* (Dewberry, 2022k) regarding hydrology and water quality.

i. Existing Setting

Hydrology

Regional Hydrology

The proposed project area is located in the Goleta hydrologic sub-area (HSA) of the South Coast hydrologic area (HA), within the South Coast hydrologic unit (HU) of the Central Coast hydrologic region (HR). San Jose Creek is part of the San Pedro Creek watershed and the San Pedro Creek sub-watershed (**Figure J-1**). The Goleta HSA drains an area of approximately 52 square miles while the South Coast HA drains approximately 157 square miles. The South Coast HU drains an area of approximately 374 square miles and the Central Coast HR drains over 322 miles of coastline and covers an area of approximately 11,300 square miles. The San Pedro Creek watershed drains an area of approximately 217 square miles, while the San Pedro Creek sub-watershed drains an area of approximately 28 square miles.

Local Hydrology

Precipitation and Climate

The basic source of all water in Santa Barbara County is precipitation in the form of rain. Average annual rainfall in Santa Barbara County, at the Santa Barbara Municipal Airport (Station 047905) approximately 1 mile west of the proposed project, is approximately 16 inches (Dewberry, 2022j and 2022k). Most of the precipitation falls during the winter and early spring; virtually no rainfall occurs during the summer months. This region experiences mild coastal seasons, with average monthly high temperatures varying from 74 degrees Fahrenheit in January to 75 degrees Fahrenheit in July.

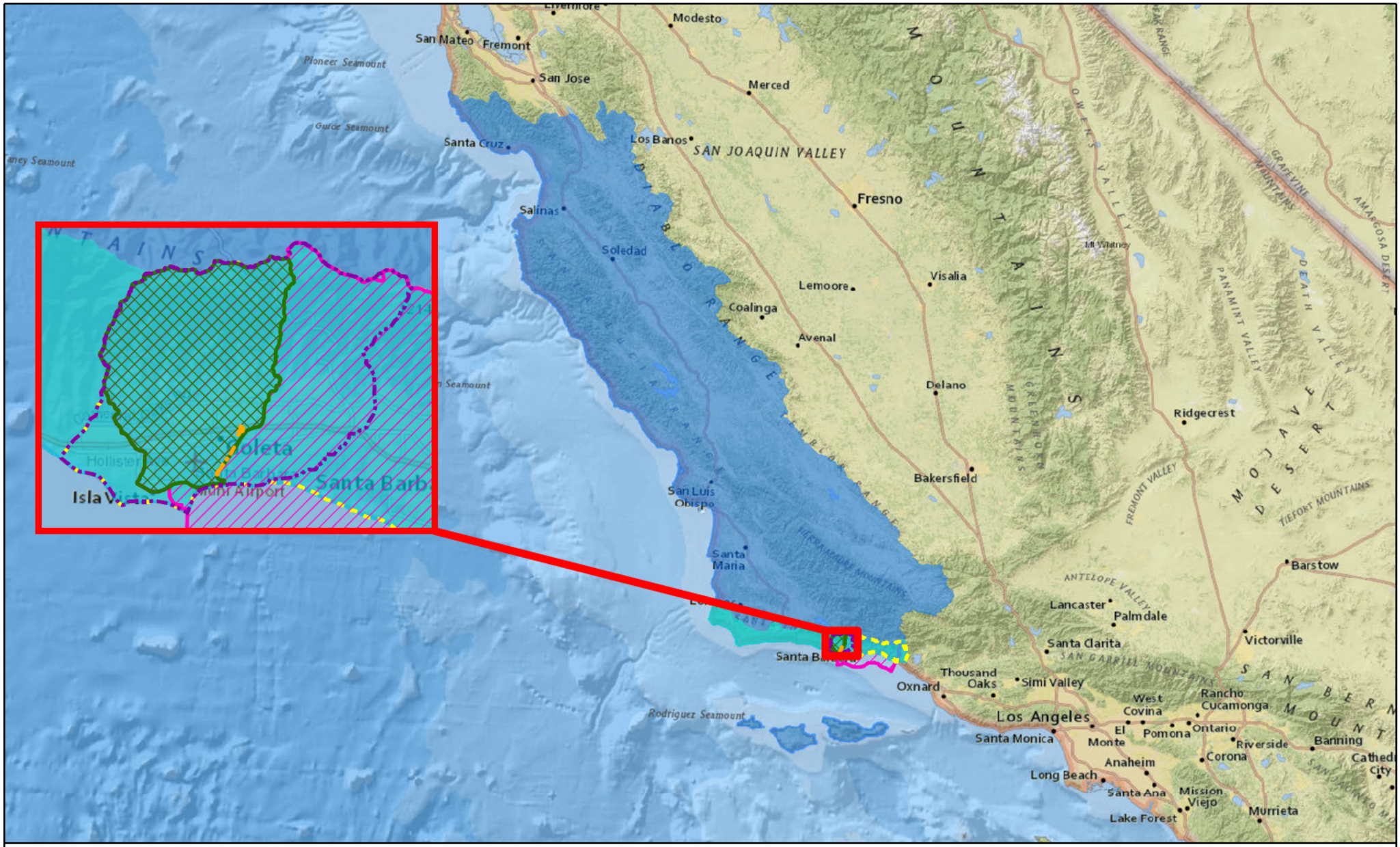
Surface Waters

San Jose Creek is an intermittent riverine feature that flows through the proposed project area and has its headwaters approximately 5 miles north of the proposed project site at an elevation of 2,760 feet on the coastal side of the Santa Ynez Mountains. San Jose Creek is approximately 9 miles in length and flows from north to south travelling under Calle Real, U.S. Route 101 (US 101), and the Union Pacific Railroad (UPRR).

In the vicinity of the proposed project southern segment, San Jose Creek parallels State Route (SR) 217 on the west until it merges with San Pedro Creek, crosses under SR 217, merges with Atascadero Creek, and eventually flows to the Pacific Ocean (**Figure J-2**).

Floodplains

The Federal Emergency Management Agency (FEMA) provides information on flood hazards and frequency on its Flood Insurance Rate Maps (FIRMs) for cities and counties and identifies designated zones of flood hazard potential. The proposed project is within various FEMA flood zones, including A (areas inundated by 100-year flooding, for which no Base Flood Elevations [BFE] have been established), AE (areas inundated by 100-year flooding, for which BFEs have been determined), AO (areas where flood depths of 1 to 3 feet [usually sheet flow on sloping terrain]), and X (areas determined to be outside of the 100- and 500-year floodplains), as defined by FEMA geographic information systems (GIS) data (**Figure J-3**).



Legend

- Project Area
- Central Coast hydrologic region
- South Coast hydrologic unit
- South Coast hydrologic area
- Goleta hydrologic subarea
- San Pedro Creek watershed
- San Pedro Creek subwatershed

Dewberry

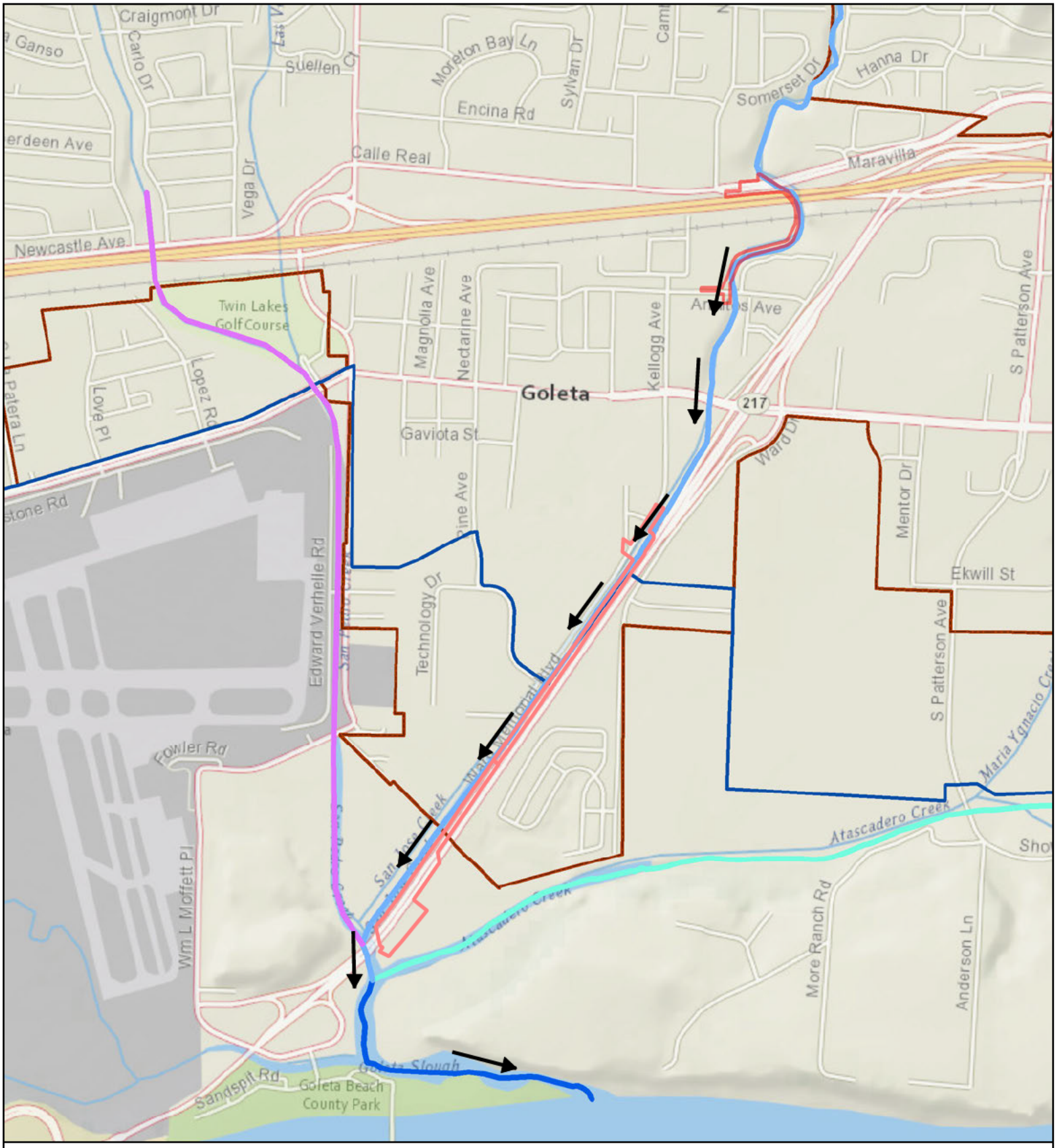
0 25 50 100 Miles

Source ESRI Online Basemap, Nat Geo World Map; Coordinate System NAD 83 State Plane California V FIPS 0405 Feet; DHA, 2019
Notes This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

Watershed

Figure J-1



Legend

- Proposed Project Area
- City of Goleta/Santa Barbara County Line
- Coastal Zone Boundary
- Flow Direction

Creeks

- Atascadero Creek
- San Jose Creek
- Goleta Slough
- San Pedro Creek

N

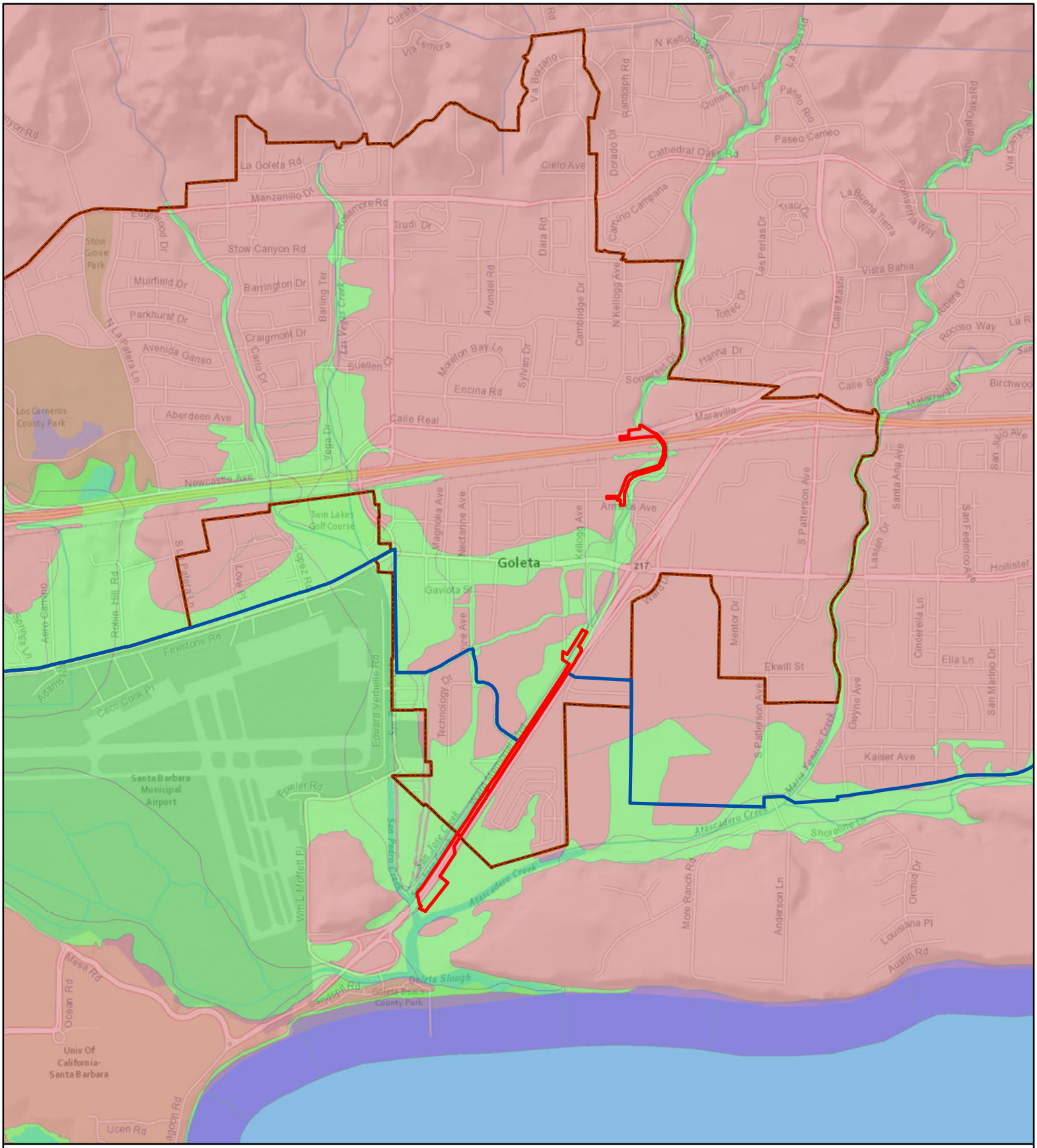
0 375 750 1,500 Feet

Source: ESRI Online Basemap World Street Map and Aerial Imagery;
Coordinate System NAD 83 State Plane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

Surface Waters

Figure J-2



Legend

- Proposed Project Area
- Coastal Zone Boundary
- City of Goleta/Santa Barbara County Line

FEMA Floodplains

- 100-Year Floodplain (Zones A; AE; AH; AO)
- 500-Year Flood Zone (Zone X)
- Area subject to coastal high hazard flooding

Dewberry

N

0 600 1,200 2,400 Feet

Source: ESRI Online Basemap USA Topo Map; FEMA NFHL Data-Santa Barbara County; Coordinate System NAD 83 State Plane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

FEMA Floodplains

Figure J-3

Municipal Supply

The Water Quality Control Plan for the Central Coastal Basin (Basin Plan) identifies all ground waters in the region, unless otherwise designated by RWQCB, as suitable or potentially suitable, at a minimum, for municipal and domestic water supply, agricultural supply, industrial service supply, and industrial process supply. San Jose Creek has been identified in the Basin Plan for municipal supply uses.

Groundwater Hydrology

The proposed project lies within the Goleta Groundwater Basin (**Figure J-4**). The Goleta Groundwater Basin is bounded on the west by the topographic divide east of Ellwood Canyon and on the southeast by the Modoc fault. Consolidated Tertiary age sedimentary rocks underlie and bound the basin to the north and northeast and are uplifted along the More Ranch fault on the southern boundary (Dewberry, 2022j and 2022k). The surface of the basin is drained by the Maria Ygnacio, Atascadero, San Antonio, San Jose, and Carneros Creeks.

The principal water-bearing units in the Goleta Groundwater Basin are alluvium ranging in age from Holocene to Pleistocene, and the Santa Barbara Formation of Pleistocene age. Natural recharge of the basin is from infiltration of precipitation, seepage from streams, and subsurface inflow from consolidated rocks (Dewberry, 2022j and 2022k).

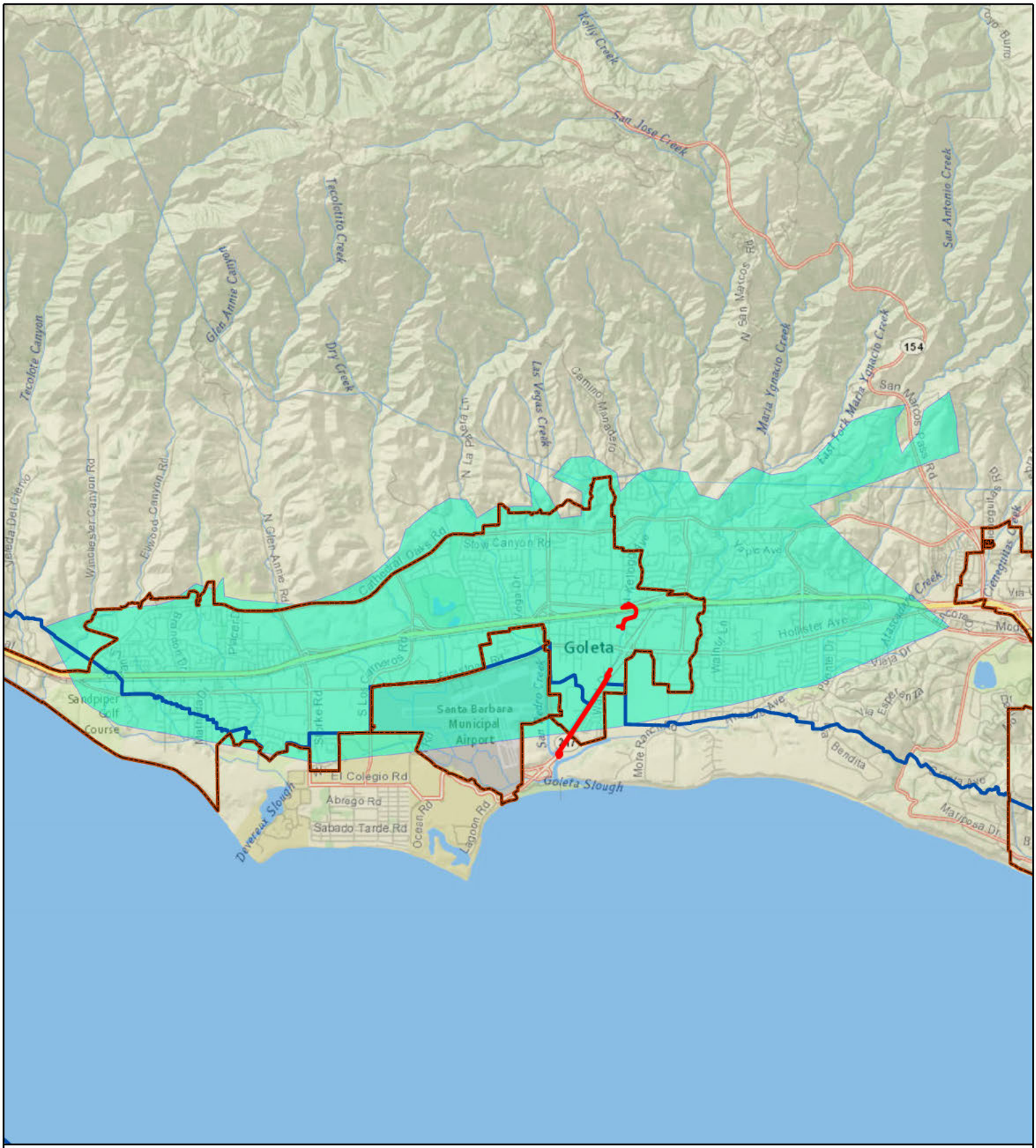
Hydrographs for wells show that water levels have been rising throughout the basin since 1991 (Dewberry, 2022j and 2022k). Groundwater levels rose between 1988 and 1996 based on storage data (Dewberry, 2022j and 2022k).

The Santa Barbara County Water Agency (SBCWA) states that during 1996 and 1997, water levels remained relatively stable primarily because of the wet winters of 1993 and 1995. Shallow wells exhibited slight water level declines during the moderate winters of water years 1998 through 2000, whereas some deep wells showed a rise in water level during the same period (Dewberry, 2022j and 2022k).

Existing Water Quality Conditions

Surface Water Quality

At the proposed project, Calle Real, US 101, UPRR, SR 217, and the surrounding developed lands (industrial, commercial, and residential uses) influence water quality in San Jose Creek. Vehicles traveling on Calle Real, US 101, SR 217, and the residential streets, as well as trains travelling along the railroad and the industrial uses associated with Hanson Aggregates, are sources of oil, grease, gasoline, heavy metals, concrete waste, and combustion byproducts. Pollutants associated with residential uses in the watershed include pesticides, herbicides, nutrients from fertilizers, and human and animal waste.



Legend

- Project Area
- City of Goleta/Santa Barbara County Line
- Coastal Zone Boundary
- Goleta Groundwater Basin and Sub-basin

Dewberry

0 0.375 0.75 1.5 Miles

Source: ESRI Online Basemap USA Topo Map; FEMA NFHL Data-Santa Barbara County; Coordinate System NAD 83 State Plane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

Groundwater Basins

Figure J-4

San Jose Creek is included in the 2014 to 2016 California 303(d) list of impaired waters and is a waterbody with TMDL requirements (Dewberry, 2022j and 2022k). The following table shows the list of pollutants and sources, as well as pollutants with TMDLs for San Jose Creek within Santa Barbara County.

Table J-1. TMDLs & 303(D) List (2014 - 2016) for San Jose Creek (Santa Barbara County)

Pollutant	Size	Status
Chloride	9.88 miles	TMDL required
Enterococcus	9.88 miles	TMDL required
Escherichia coli (E. coli)	9.88 miles	TMDL required
Fecal Coliform	9.88 miles	TMDL required
pH	9.88 miles	TMDL required
Sodium	9.88 miles	TMDL required
Specific Conductivity	9.88 miles	TMDL required
Temperature, water	9.88 miles	TMDL required
Source: Dewberry, 2022j and 2022k Caltrans Water Quality Planning Tool: http://svctenvims.dot.ca.gov/wqpt/wqpt.aspx		

Groundwater Quality

Groundwater throughout the Central Coastal Basin, except for that found in the Carrizo Plain Groundwater Basin, is suitable for agricultural water supply, municipal and domestic water supply, and industrial use.

Beneficial Uses and Water Quality Objectives/Standards

Beneficial uses are established for San Jose Creek (Santa Barbara County) and include agricultural supply; cold freshwater habitat; commercial and sport fishing; freshwater replenishment; groundwater recharge; migration of aquatic organisms; municipal and domestic supply; rare, threatened or endangered species; water contact recreation; non-water contact recreation; spawning, reproduction, and/or early development; warm freshwater habitat; and wildlife habitat (Central Coast RWQCB, 2019).

Water quality objectives for all inland surface waters, enclosed bays, and estuaries of the basin have been set for biostimulatory substances, chemical constituents, color, dissolved oxygen (DO), floating material, oil and grease, pH, pesticides, radioactivity, settleable material, suspended material, tastes and odors, temperature, toxicity, and turbidity (Central Coast RWQCB, 2019).

ii. Regulatory Setting

- Clean Water Act (CWA)
- Porter-Cologne Water Quality Act
- SWRCB Basin Plans, TMDLs, NPDES, and Construction General Permits
- RWQCB CWA Section 401 Permitting

- CDFW Lake or Streambed Alteration (LSA) Agreement
- City General Plan/Coastal Land Use Plan (City General Plan)
- County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)
- Goleta Slough Area Sea Level Rise and Management Plan

iii. Thresholds of Significance

City of Goleta Thresholds

A significant impact on hydrology and water quality would be expected to occur if the proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist. In addition, the City's thresholds assume that a significant impact on hydrology and water resources would occur if a project would:

Threshold HYD-1: Result in a substantial alteration of existing drainage patterns.

Threshold HYD-2: Alter the course of a stream or river.

Threshold HYD-3: Increase the rate of surface runoff to the extent that flooding, including increased erosion or sedimentation occurs.

Threshold HYD-4: Create or contribute to runoff volumes that exceed existing or planned stormwater runoff facilities, or substantially degrade water quality.

Santa Barbara County Thresholds

The County thresholds state that a significant water quality impact is presumed to occur if a 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 percent 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 I 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 (Beneficial uses for the County are identified by RWQCB in the Water Quality Control Plan for the Central Coastal Basin, or Basin Plan, and include, but are not limited to, recreation, agricultural supply, groundwater recharge, fresh water habitat, estuarine habitat, support for rare, threatened or endangered species, preservation of biological habitats of special significance);

- 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.

iv. Project Specific Impacts

a) **Less than significant with mitigation (CEQA Checklist a, No applicable City Thresholds, County Thresholds for water quality).** Construction of the proposed project has the potential to expose bare soil and potentially generate other water quality pollutants that could be exposed to precipitation and subsequent entrainment in surface runoff to San Jose Creek. Construction activities involving soil disturbance, excavation, cutting/filling, and grading activities could result in increased erosion and sedimentation to San Jose Creek and waters downstream. Construction materials, such as asphalt and concrete, and equipment fluids could be exposed to precipitation and subsequent runoff. If precautions are not taken to contain contaminants, construction could produce contaminated stormwater runoff (nonpoint source pollution) and contribute to the degradation of water quality.

Dewatering may occur during the installation of the CIDH and steel pipe piles in which a temporary casing would be installed, and the casing would be dewatered. Dewatering discharge could result in an adverse effect to water quality if the effluent contains chemical pollutants or high levels of sediment and is accidentally discharged prior to being cleaned.

The use of construction equipment could result in minor fuel or oil spills could occur during construction activities. The release, even if accidental, of hazardous materials into the environment is regulated through existing federal, state, and local laws. These regulations require emergency response from local agencies to contain hazardous materials in the event of an accidental release. The use of handling of hazardous materials during construction activities would occur in accordance with applicable federal, State, and local laws, including the California Occupational Safety and Health Administration (CalOSHA) requirements. Implementation of construction BMPs, compliance with vehicle manufacturer's specifications, and compliance with applicable regulations would reduce the chances of impacting surface water and groundwater quality.

The proposed project would implement construction BMPs and **Mitigation Measure BIO-2**, as discussed in Section D, Biological Resources. These BMPs would minimize impacts

to wetlands and other waters of the U.S, as well as minimize impacts to water quality. In addition to the BMPs, the proposed project would also be required to obtain and comply with the necessary permits from the Corps, CDFW, CCC, and RWQCB. Adherence to these permitting requirements and building/grading standards would include incorporation of appropriate, site-specific BMPs. Implementation of **Mitigation Measure HYD-1** would ensure that the proposed project construction adheres to waste discharge requirements and would not substantially degrade surface or ground water quality. Therefore, impacts to water quality would be less than significant with the incorporation of mitigation measures.

b) **Less than significant (CEQA Checklist b, No Applicable City or County Thresholds)**. The proposed project is not actively used for groundwater recharge. No wells would be constructed nor would new connections to existing water facilities be required. Construction activities would not intercept or alter groundwater recharge, discharge, or flow conditions. Construction activities may require the use of water for dust control or other activities. Water used during construction would not include groundwater and would be trucked to the proposed project. Water use at the proposed project would cease upon completion of construction. Impacts during construction are considered less than significant.

The proposed project would construct a new multipurpose path, including a bicycle/pedestrian bridge over San Jose Creek and a culvert under SR 217, thus, there would be an increase in impervious surfaces, when compared to existing conditions. The proposed project would increase impervious surfaces by approximately 1.97 acres, within an urban environment. The increase of impervious surfaces by less than two acres covering the length of the multipurpose pathway would be negligible in association with groundwater recharge because the proposed project is in an urban area is compacted and disturbed soils. In addition, the proposed project is not located in a designated groundwater recharge area. Therefore, the proposed project would not substantially decrease water supply or reduce groundwater recharge. Impacts are considered less than significant.

c.i) **Less than significant with mitigation (CEQA Checklist ci, City Threshold HYD 3, County Threshold for water quality).** The proposed project would not alter the course of San Jose Creek nor would it alter the existing drainage pattern of the site. Construction activities involving soil disturbance, excavation, cutting/filling, and grading activities could result in increased erosion and sedimentation to San Jose Creek and waters downstream. In addition, the use of large construction equipment may compress soil within the staging areas, which could lead to a redirection in permeability, an increase in site water runoff, and an increase in erosion or siltation to occur. The proposed project would comply with City, County, RWQCB, CDFW and CCC requirements and BMPs pertaining to erosion control prevention, such as the use of temporary large sediment barriers, and fiber rolls, through the development of a SWPPP. The proposed project would be required to prepare a SWPPP, which would also comply with NPDES General Construction, Section 404, and Section 401 permitting requirements for preventing erosion and siltation at the

construction site. Any temporary construction areas would be revegetated, as required through **Mitigation Measures BIO-2**, refer to Section D, Biological Resources. Therefore, adherence to, and implementation of, permitting requirements, building/grading standards, site-specific BMPs, and mitigation measures, the proposed project would result in less than significant impacts.

c.ii and c.iii) **Less than significant (CEQA Checklist cii and ciii, City Threshold HYD 1, HYD 3, and HYD 4, County Threshold for water quality).** The proposed project would construct a new multipurpose path, including a bicycle/pedestrian bridge over San Jose Creek and a culvert under SR 217, thus, there would be an increase in impervious surfaces, when compared to existing conditions. The proposed project would increase impervious surfaces by approximately 1.97 acres, which could cause an increase in surface water runoff leaving the proposed project site. Stormwater runoff currently drains to roadside drainages along SR 217 and South Kellogg Avenue in the proposed project southern segment and to vegetated areas along San Jose Creek within the northern segment, as well as within the southeastern portion of the southern segment. In the areas where no existing drainage features are present, such as along the northern segment and southeastern portion of the southern segment, the proposed project would install drainage features that would be designed to have the capacity to adequately handle the incremental increase in runoff. No additional source of runoff would be created as a result of the proposed project. During construction, standard erosion and stormwater BMPs, such as temporary large sediment barriers and fiber rolls, would be implemented to reduce any runoff that could occur during a rain event. Therefore, the proposed project would not result in flooding on- or off-site nor would it contribute to exceeding the capacity of the exiting stormwater drainage system. No mitigation is required.

c.iv) **Less than significant (CEQA Checklist civ, City Threshold HYD 1 through HYD 4, County Threshold for water quality).** The proposed project would construct a new multipurpose path along existing roadways and through upland areas. The proposed project would be located outside the top of bank of San Jose Creek. The proposed project would not alter the course of San Jose Creek nor would it alter the existing drainage pattern of the site. Therefore, the proposed project would not redirect flood flows or alter the course of a river or stream. No mitigation is required, and impacts are less than significant.

d) **Less than significant (CEQA Checklist d, No applicable City Threshold, County Threshold for water quality).** The proposed project is within a Tsunami Inundation Zone and a designated Federal Emergency Management Agency floodplain and floodway. The effects associated with inundation of the proposed project site would be minimal and would not introduce people to tsunami and flood areas, beyond what currently exists with the roadways and existing active transportation network. Potential effects would be further reduced through implementation of BMPs outlined in the SWPPP. Impacts are considered less than significant.

e) **No impact (CEQA Checklist e, City Threshold HYD 1 through HYD 4, County Threshold for water quality).** The proposed project is regulated by the Central Coast

RWQCB and the Basin Plan, along with the RWQCB, CDFW, Corps, and CCC. The proposed project would provide a connection in the regional active transportation network, as identified in the City General Plan, City's Bicycle and Pedestrian Master Plan, County Comprehensive Plan/LCP, and EGVCP, as well as the SBCAG Regional Active Transportation Plan. The proposed project would coordinate and comply with regulatory organizations and their regulations such as the CFGC Section 5650, CDFW CFGC Section 1602, the Corps CWA Section 404 permit, and the RWQCB CWA Section 401 Water Quality Certification, and the CCC Coastal Development Permit. Therefore, the proposed project would comply with applicable regulations and policies that pertain to protecting water resources in the region. No impact would occur, and no mitigation is required.

v. Cumulative Impacts

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. With preparation and implementation of BMPs as required under the SWPPP or WPCP and mitigation measures, the proposed project would not adversely affect hydrology or water quality. The incremental effects of the proposed project, in connection with effects from past, current, and probable future projects that may result in similar impacts were assessed to determine potential cumulative impacts. Future development within the watershed is subject to the federal, state, and local regulations described herein and would be required to implement BMPs and mitigation measures to reduce hydrology and water quality impacts. Therefore, impacts of the proposed project would not have the potential to combine with impacts from past, present, or reasonably foreseeable projects to result in a cumulative impact. Cumulative impacts are considered less than significant with the implementation of mitigation measures.

vi. Mitigation Measures and Conditions

Implement **Mitigation Measures BIO-2**, as described in Section D, Biological Resources.

Mitigation Measure HYD-1: All dewatering effluents will be required to be tested for trace pollutants by an U.S. EPA certified laboratory prior to discharge into the receiving waters, per the General Water Discharge Requirements/NPDES Permit for Dewatering and Other Low Threat Discharges to Surface Waters (Order No. R5-2016-0076, NPDES No. CAG995002). Effluent samples will be tested for total suspended solids (TSS), total nitrogen, oil and grease, total petroleum hydrocarbons, and sulfides. Discharge effluent will be required to be visibly clear and sediment control BMPs will be implemented.

vii. Residual Impacts

No residual impacts are expected with implementation of **Mitigation Measures BIO-2** and **HYD-1**. This is because the mitigation measures provide procedures in reducing construction erosion and runoff, as well as revegetating disturbed areas after construction is completed, thus reducing impacts to less than significant.

K. Land Use and Planning

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Land Use and Land Use Planning – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

i. Existing Setting

The proposed project would cross under Calle Real, U.S. Route (US) 101, and the Union Pacific Railroad (UPRR) bridges, and State Route (SR) 217 north of the bridge over San Jose Creek. The proposed project is located within the City of Goleta, the County of Santa Barbara, and the California Coastal Zone. The proposed project is within the boundaries of the City of Goleta General Plan/Coastal Land Use Plan (City General Plan), City of Goleta Bicycle and Pedestrian Master Plan, County of Santa Barbara Comprehensive Plan/Local Coastal Plan (County Comprehensive Plan/LCP), Eastern Goleta Valley Community Plan (EGVCP), Goleta Slough Area Sea Level Rise and Management Plan, and the Santa Barbara County Association of Governments (SBCAG) Regional Active Transportation Plan.

City of Goleta

The City General Plan land use designations surrounding the proposed project are depicted in **Figure 5**, above, and include:

- **Northern Segment –** Medium Density Residential, High Density Residential, Community Commercial, General Industrial, Planned Residential, and Open Space/Active Recreation

- **Southern Segment –** Old Town (commercial), General Commercial, Business Park, Old Town, Service/Industrial, General Industrial, Mobile Home Park, Open Space, and Public/Quasi-Public

Medium-Density Residential permits multi-family housing and accessory uses customarily associated with residences. This designation is intended to provide for development of residential units at densities of up to 20.0 units per acre.

High-Density Residential permits multifamily housing and accessory uses customarily associated with residences. This designation is intended to provide for development of residential units at densities ranging from 20.01 units per acre to 30.0 units per acre.

Planned Residential is intended to allow flexibility and encourage innovation and diversity in design of residential developments. This designation is intended to provide for development of residential units at densities ranging from 5.01 units per acre to 13.0 units per acre.

Mobile Home Park permits planned mobile home parks where sites for placement of individual mobile home units may be subdivided and held in a common ownership or subdivided and sold as separate lots to individual mobile homeowners. This designation is intended to provide for development of residential units at densities ranging up to a maximum of 15.0 units per acre.

Community Commercial is intended to allow relatively small commercial centers that provide convenience goods and services to serve the everyday needs of the surrounding residential neighborhoods while protecting the residential character of the area. All community commercial development are to be designed to facilitate and promote pedestrian circulation in and to the area, as well as to link these areas to other activity centers.

General Commercial accommodates a diverse set of commercial uses that do not need highly visible locations or that may involve activities that reduce compatibility with other uses. Uses may serve as a buffer between industrial activities or major transportation corridors and residential areas.

Old Town Commercial is intended to permit a wide range of local- and community-serving retail and office uses. Development in this area is subject to specific criteria and standards listed in the Land Use Element of the City General Plan.

Business Park is intended to identify lands for attractive, well-designed business parks that provide employment opportunities to the community and the surrounding area. Uses may include a wide variety of research and development, light industrial, and office uses, as well as small-scale commercial uses that serve the needs of business park employees.

General Industrial provides land areas for a wide range of manufacturing uses, including those with potential noxious impacts, and for similar heavy commercial uses. Uses appropriate in this land use designation include but are not limited to general manufacturing, assembly and fabrication, heavy commercial uses, high-technology manufacturing, research and development, wineries, breweries, building and construction services, and public facilities.

Service/Industrial applies to properties within the airport flight path where airport operations limit the range and density of activities that may be allowed. Densities should

not exceed 25 persons per acre to conform to the Airport Land Use Plan and airport operations, as well as to maintain acceptable levels of service on roadways serving these areas.

Open Space/Active Recreation is intended to identify existing or planned areas for public parks and active recreational activities and facilities, such as playgrounds, picnic areas, tennis courts, ballparks, and sports fields.

Public/Quasi-Public Use is intended to identify existing and planned land areas for public facilities, such as, but not limited to, community centers, governmental administration, governmental operations, libraries, and public schools. Land within the rights-of-way for US 101 and SR 217 are also designated within this use category.

The Title 17 City Municipal Code (Zoning Ordinance) classifications surrounding the proposed project are depicted in **Figure 6**, above, and include:

- **Northern Segment –** Design Residential (DR) 10, DR-20, DR-25, DR-35, Light Industrial (M-1), Highway Commercial (CH), and Professional and Institutional (PI).

- **Southern Segment –** BP (Business Park), CG (General Commercial), OT (Old Town), IS (Service Industrial), and IG (General Industrial). The City of Goleta Zoning Overlay Districts (refer to **Figure 7**) show that portions of the proposed project are within the AD (Airport Environs) overlay for Approach Zone – 1 Mile. The OTH (Old Town Heritage) overlay district is located immediately north of the proposed project.

County of Santa Barbara

The County Comprehensive Plan/LCP land use designations surrounding the proposed project include UT (Public Utility) and the County's zone classifications surrounding the proposed project include PU (Public Utility) (refer to **Figure 8**). The portion of the proposed project that is within the County of Santa Barbara is also located within the Eastern Goleta Valley Community Plan (EGVCP).

Currently, SR 217 and the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) are located within County land use designation UT (Public Utility) and County zone classification PU (Public Utility).

California Coastal Zone

The proposed project northern segment is located outside the California Coastal Zone boundaries. The proposed project southern segment is partially located within the California Coastal Zone boundaries, from approximately Surfrider Way, north of Thornwood Drive, south to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) (refer to **Figures 2 and 4b**).

ii. Regulatory Setting

- Coastal Zone Management Act
- California General Plan Law and General Plan Guidelines (California Government Code Section 65300)
- California Coastal Act
- City General Plan/Coastal Land Use Plan (City General Plan)
- City of Goleta Bicycle and Pedestrian Master Plan
- County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)
- SBCAG Airport Land Use Plan (ALUP)
- SBCAG Regional Active Transportation Plan
- Goleta Slough Area Sea Level Rise and Management Plan

iii. Thresholds of Significance

City of Goleta Thresholds

The City's adopted *Environmental Thresholds and Guidelines Manual* does not provide environmental thresholds specific to land use; however, the City's *Environmental Thresholds and Guidelines Manual* does observe that quality of life should be considered when evaluating land uses proposed by a given project. Quality of life can be broadly defined as the aggregate effect of all impacts on individuals, families, communities, and other social groupings and on the way in which those groups function. Where a substantial physical impact to the quality of the human environment is demonstrated, the project's effect on quality of life shall be considered significant. Quality of life issues, while difficult to quantify, are often primary concerns to the community affected by a project. Examples of such issues that directly involve land use and planning include the loss of privacy and/or neighborhood incompatibility.

Santa Barbara County Thresholds

The County 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.

iv. Project Specific Impacts

a) **No impact (CEQA Checklist a, City Thresholds for quality of life, No applicable County Thresholds).** The proposed project would involve the construction of 1.4 miles of new multipurpose path adjacent to San Jose Creek. This would help to complete an approximately three-mile-long bicycle and pedestrian path connecting the areas north of US 101 in Santa Barbara County to the existing Class I Atascadero Creek Bikeway

(Obern Trail/Coast Route). The proposed project would provide a connection in the regional active transportation network, as identified in the City General Plan, City's Bicycle and Pedestrian Master Plan, County Comprehensive Plan/LCP, and EGVCP, as well as the SBCAG Regional Active Transportation Plan. Therefore, the proposed project would not result in the physical division of any established community or neighborhood. Therefore, no impact would occur in this regard and no mitigation would be required.

The proposed project would connect existing recreational facilities, developments, and commercial facilities by closing the gap within the active transportation network. It would provide an important link in the regional active transportation network serving the City, County, and City of Santa Barbara (Airport) by connecting Class I facilities in all three jurisdictions from north of Calle Real and US 101 to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) and ultimately to coastal resources such as Goleta Beach and the University of California Santa Barbara (UCSB). The proposed project would have a beneficial impact by connecting the community.

b) **Less than significant (CEQA Checklist b, City Thresholds for quality of life, County Thresholds for conflict with land use policies).** The proposed project would comply with existing land use designations and zone classifications within the City and the County. The proposed project is considered a compatible use with the surrounding land use designations and zone classifications. This is because it would fulfill important goals of the City General Plan, City's Bicycle and Pedestrian Master Plan, County Comprehensive Plan/LCP, EGVCP, SBCAG Regional Active Transportation Plan, and California Coastal Act by connecting the neighborhoods north of Calle Real (in Santa Barbara County to the areas south of US 101 (City of Goleta), Hollister Avenue and South Kellogg Avenue south to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) and the City of Santa Barbara, with direct access to Goleta Beach and UCSB.

The proposed project would also fulfill the envisioned path shown in the City General Plan, the County Comprehensive Plan/LCP, and the EGVCP. All three plans identify a path/off-road trail along San Jose Creek, beginning north of Calle Real and US 101 and continuing south along the creek and SR 217 to the existing the Class I Atascadero Creek Bikeway (Obern Trial/Coat Route). In addition, the northern segment of the proposed project would primarily be within City right-of-way; however, it would cross into existing California Department of Transportation (Caltrans) and UPRR rights-of-way and would encroach into various adjacent parcels, at their frontage with San Jose Creek. The southern segment of the proposed project would primarily be within the existing California Department of Transportation (Caltrans) right-of-way and would encroach into approximately 10,600 square feet of three adjacent parcels. While the proposed project would encroach into adjacent properties, requiring frontage acquisitions, existing property operations at these properties would not be affected by the proposed project.

The proposed project is compatible with and subordinate to the character of the area. The proposed project would allow for bicycle and pedestrian access to the sea by providing

continuous access from existing bicycle and pedestrian trails. The proposed project would be consistent with the existing developed, urban character of the surrounding environment. The proposed project comprises an important link in the regional active transportation network serving the County of Santa Barbara, City of Santa Barbara (Airport), and the City of Goleta by connecting Class I facilities in all three jurisdictions. The City's proposed project is consistent with the City General Plan, County Comprehensive Plan/LCP, and EGVCP and is consistent with the existing land uses in the vicinity of the proposed project. Impacts would be less than significant, and no mitigation is required because the proposed project is consistent with the multi-jurisdictional plans and policies in the vicinity and is expected to enhance regional transportation opportunities.

v. Cumulative Impacts

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. The proposed project would not combine with past, present, and reasonably foreseeable projects in the area. The proposed project is consistent with the multi-jurisdictional plans and policies in the vicinity and is expected to enhance regional transportation opportunities. The proposed project would have a beneficial impact by connecting the community and implementing the City General Plan, City's Bicycle and Pedestrian Master Plan, County Comprehensive Plan/LCP, and EGVCP, as well as the SBCAG Regional Active Transportation Plan. Therefore, impacts of the proposed project would not have the potential to combine with impacts from past, present, or reasonably foreseeable projects to result in a cumulative impact. Cumulative impacts are considered less than significant with the implementation of mitigation measures.

vi. Mitigation Measures and Conditions

No mitigation measures are required for the proposed project.

vii. Residual Impacts

The proposed project would not have a residual impact on land use based on project design and adherence to City, County, and Caltrans regulations, standards, and conditions.

L. Mineral Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Mineral Resources – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

i. Existing Setting

Three major classes of mineral resources have been found in Santa Barbara County (County). Petroleum and natural gas in onshore and offshore fields are the principal mineral fuels, accounting for approximately half of the total value of mineral production in the County. Mercury, the only metallic resource, has not been produced commercially in recent years. The non-metallic mineral resources include diatomite, limestone, phosphate, rock, sand, and gravel. While additional exploration may uncover new resource sites, it is unlikely that any major new commercial grade deposits of mineral resources will be discovered in the near future. However, over the long term, increasing demand for scarce mineral sources may lead to renewed exploration and extraction. (Santa Barbara County, 2010). The County of Santa Barbara Comprehensive Plan/Local Coastal Plan (County Comprehensive Plan/LCP) does not identify the proposed project site as being in or adjacent to a mineral resource area (Santa Barbara County, 2010).

According to the mineral yearbook produced by the California Geological Survey and the USGS (2003), no major nonfuel mineral-producing areas are located in the City of Goleta (City). In addition, mineral land classification maps for Santa Barbara County (California Division of Mines and Geology 1989) show no known areas of significant aggregate resources in the City – most of the City is mapped as containing mineral deposits of unknown significance, and a small portion of the city is mapped as having no significant deposits (Goleta, 2006).

There are no existing or planned surface mining operations within the City. The historic Ellwood Oil Field, located in the Ellwood Mesa area, is the only extractive industry within the City. The Venoco support facility for offshore oil operations, also located at Ellwood Mesa, is the only existing oil and gas processing facility in the City.

ii. Regulatory Setting

The proposed project is not within or adjacent to designated land uses or zone classifications for mineral resources. Therefore, the regulatory setting pertaining to mineral resources is not discussed further.

iii. Thresholds of Significance

City of Goleta Thresholds

A significant impact on mineral resources would be expected to occur if the proposed project resulted in any of the impacts in the CEQA Guidelines Appendix G Checklist above.

Santa Barbara County Thresholds

A significant impact on mineral resources would be expected to occur if the proposed project resulted in any of the impacts in the CEQA Guidelines Appendix G Checklist above.

iv. Project Specific Impacts

a-b) **No impact (CEQA Checklist a and b, City and County Thresholds are the same as CEQA Checklist).** The proposed project site is located within the City, County, and coastal zone. The proposed project site is not located within a mineral zone. There are no existing or planned surface mining operations within or adjacent to the proposed project site. Therefore, the proposed project would not result in the loss of availability of resources that are of value to the region or the state and would not otherwise interfere with or preclude access to mineral resources. Therefore, the proposed project implementation and operation would result in no impacts to mineral resources.

v. Cumulative Impacts

As there are no project specific impacts described above, the proposed project would also have no impacts on any cumulative level. Therefore, the proposed project in combination with past, present, and reasonably foreseeable projects, would not result in the loss on mineral resources or resource recovery sites.

vi. Mitigation Measures and Conditions

No mitigation measures are required for the proposed project.

vii. Residual Impacts

The proposed project would have no residual impacts related to mineral resources because no project-specific impacts would occur.

M. Noise

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Noise – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or airport land use plan area, or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☒	☐

This section incorporates the analysis, findings, and recommendations in the *Noise Impact Technical Memorandum for San Jose Creek Multipurpose Path Project* – Northern Segment (Dewberry, 2022l), *Noise Impact Technical Memorandum for San Jose Creek Multipurpose Path Project – Southern Segment* (Dewberry 2022m), and *NES San Jose Creek Multipurpose Path Project – Southern Segment* (Dewberry, 2022b).

i. Existing Setting

Noise is defined as loud, unwanted, or annoying sound; thus, it is a subjective reaction to characteristics of a physical phenomenon. A frequency weighting measure that simulates human perception is commonly used to describe noise environments and to assess impacts on noise-sensitive areas. It has been found that A-weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is cited in most noise criteria. The decibel (dB) notation used for sound levels describes a logarithmic relationship of acoustical energy, for example, a doubling of acoustical energy results in an increase of three dB, which is considered barely perceptible. A ten-fold increase in acoustical energy equals a ten-dB change, which is subjectively like a doubling of loudness. **Table M-1** identifies decibel levels for common sounds heard in the environment.

Table M-1. Typical Noise Levels

Common outdoor activity	Noise level (dBA)	Common indoor activity
Jet flyover at 1,000 feet	110	Rock band
Gas lawnmower at three feet	100	
Diesel truck at 50 feet at 50 mph	90	Food blender at three feet
Noisy urban area, daytime	80	Garbage disposal at three feet
Gas lawnmower, 100 feet	70	Vacuum cleaner at ten feet
Commercial area		Normal speech at three feet
Heavy traffic at 300 feet	60	Large business office
Quiet urban daytime	50	Dishwasher next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime		
Quiet rural nighttime	30	Library
		Bedroom at night, concert hall (background)
	20	Broadcast/recording studio
	10	
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Dewberry, 2022l and 2022m

Noise in our daily environment fluctuates over time. The maximum sound level for a given noise source is abbreviated “Lmax”. The average sound level over a period of time (usually one hour) is called the equivalent continuous sound level and is abbreviated “Leg”. To characterize sound levels occurring over a 24-hour period, penalties are often applied to nighttime sound levels. When a 5dB penalty is applied to levels occurring between 7 PM to 10 PM and a 10dB penalty is applied to levels occurring between 10PM and 7 AM, the energy average of the A-weighted sound levels is called the Community Noise Exposure Level (CNEL).

In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes are generally not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while those along arterial streets are in the 50 to 60+ dBA range. Normal conversational levels are in the 60 to 65 dBA range. Ambient noise levels greater than 65 dBA can interrupt normal conversations.

Existing Noise Environment

Noise levels at the proposed project site are primarily dominated by vehicular traffic along, Calle Real, U.S. Route (US) 101, and State Route (SR) 217. Railroad operations along the Union Pacific Railroad (UPRR) tracks that run east to west through the proposed project northern segment are also a significant source of noise in the existing noise environment. Additionally, aircraft from the Santa Barbara Municipal Airport also serves as a substantial source of noise within the proposed project southern segment vicinity. According to the City General Plan/Coastal Land Use Plan (City General Plan), the proposed project northern segment lies within the 65 and 70 dBA noise contours of US 101 and UPRR. A small area of the southernmost portion of the northern segment is

located within the 60-dBA contour of both US 101 and UPRR (City of Goleta, 2009). The proposed project southern segment is located within the 70-dBA noise contour of SR 217, with a small portion of the northern most portion of the proposed project southern segment being located within the 65-dBA contour (City of Goleta, 2009). The middle portions of the proposed project southern segment are located within portions of the 60-65 dBA and the 65-70 dBA noise exposure contours for the Santa Barbara Municipal Airport main runway (Dewberry, 2022m). Nearby activities that contribute to the existing noise environment include construction of the Hanson Aggregates batch plant located adjacent to the northern segment on South Kellogg Avenue and the Winslowe Homes/City Ventures Development Project at the southern segment.

Sensitive Noise Receptors

The City General Plan defines sensitive noise receptors as “users or types of uses that are interrupted (rather than merely annoyed) by relatively low levels of noise”. Examples of sensitive receptors include residential neighborhoods, schools, libraries, hospitals and rest homes, auditoriums, certain open space areas, and public assembly places. Land use designations adjacent to the proposed project include:

- **Northern Segment:** medium density residential, high density residential, general industrial, community commercial, planned residential, and open space/active recreation

- **Southern Segment:** Old Town (commercial), General Commercial, Business Park, Service/Industrial, General/Industrial, Mobile Home Park, Open Space, and Public/Quasi-Public Uses

City zoning classifications surrounding the proposed project are depicted in **Figure 6**, above, and include:

- **Northern Segment:** design residential (DR) 10, DR-20, DR-25, DR-35, light industrial (M-1), highway commercial (CH), and professional and institutional (PI)

- **Southern Segment:** BP (business park), CG (general commercial), OT (Old Town), IS (service industrial), and IG (general industrial), with The City of Goleta Zoning Overlay Districts (refer to **Figure 7**) show that portions of the proposed project southern segment are within the Airport Environs (AD) overlay for approach zone – 1 mile. The Old Town Heritage (OTH) overlay district is located immediately north of the proposed project southern segment but does not include portions of the proposed project.

The County of Santa Barbara Comprehensive Plan/Local Coastal Plan (County Comprehensive Plan/LCP) land use designations surrounding the proposed project southern segment include UT (public utility) and the County’s zone classifications surrounding the proposed project southern segment include PU (public utility) (refer to

Figure 8). The portion of the proposed project southern segment that is within the County is also located within the Eastern Goleta Valley Community Plan (EGVCP).

From approximately Surfrider Way, north of Thornwood Drive, south to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route), the proposed project is located within the California Coastal Zone.

The following land use designations are identified as potentially having sensitive receptors: medium density residential, high density residential, community commercial, planned residential, open space/active recreation, mobile home park, and old town (commercial).

Sensitive receptors identified within the proposed project northern segment (refer to **Figure M-1**) include Armitos Park and Jonny D. Wallis Neighborhood Park, which have land use designations of open space/active recreation and are located 50 feet and 300 feet southwest of the proposed project northern segment, respectively. Sensitive receptors identified within the high-density residential land use designation include the La Goleta Apartment Complex, located east of San Jose Creek, approximately 100 feet east of the proposed project northern segment. The Goleta Neighborhood Clinic is a sensitive receptor located within the community commercial land use designation and is approximately 100 feet northwest of the proposed project northern segment. Sensitive receptors identified in the medium density residential land use designation include the Maravilla Retirement Community, located north of Calle Real approximately 200 feet northeast of the proposed project northern segment.

Sensitive receptors identified within the proposed project southern segment (refer to **Figure M-2**) include the newly constructed Winslowe Homes/City Ventures Development Project, which has an old town (commercial) land use designation and is located just west of the proposed staging area on Kellogg Way. Sensitive receptors also include the Rancho Goleta Lakeside Mobile Home Park, which is located approximately 100 feet east of the proposed project southern segment along SR 217. The Rancho Goleta Lakeside Mobile Home Park is also located approximately 1,600 feet from the pile driving activities for the construction of the pedestrian undercrossing at the southern end of the proposed project southern segment.

Legend

- Project Area - Northern Segment
- Goleta City Boundary
- Sensitive Receptors
- 100 Foot Buffer
- 200 Foot Buffer
- 300 Foot Buffer

Dewberry

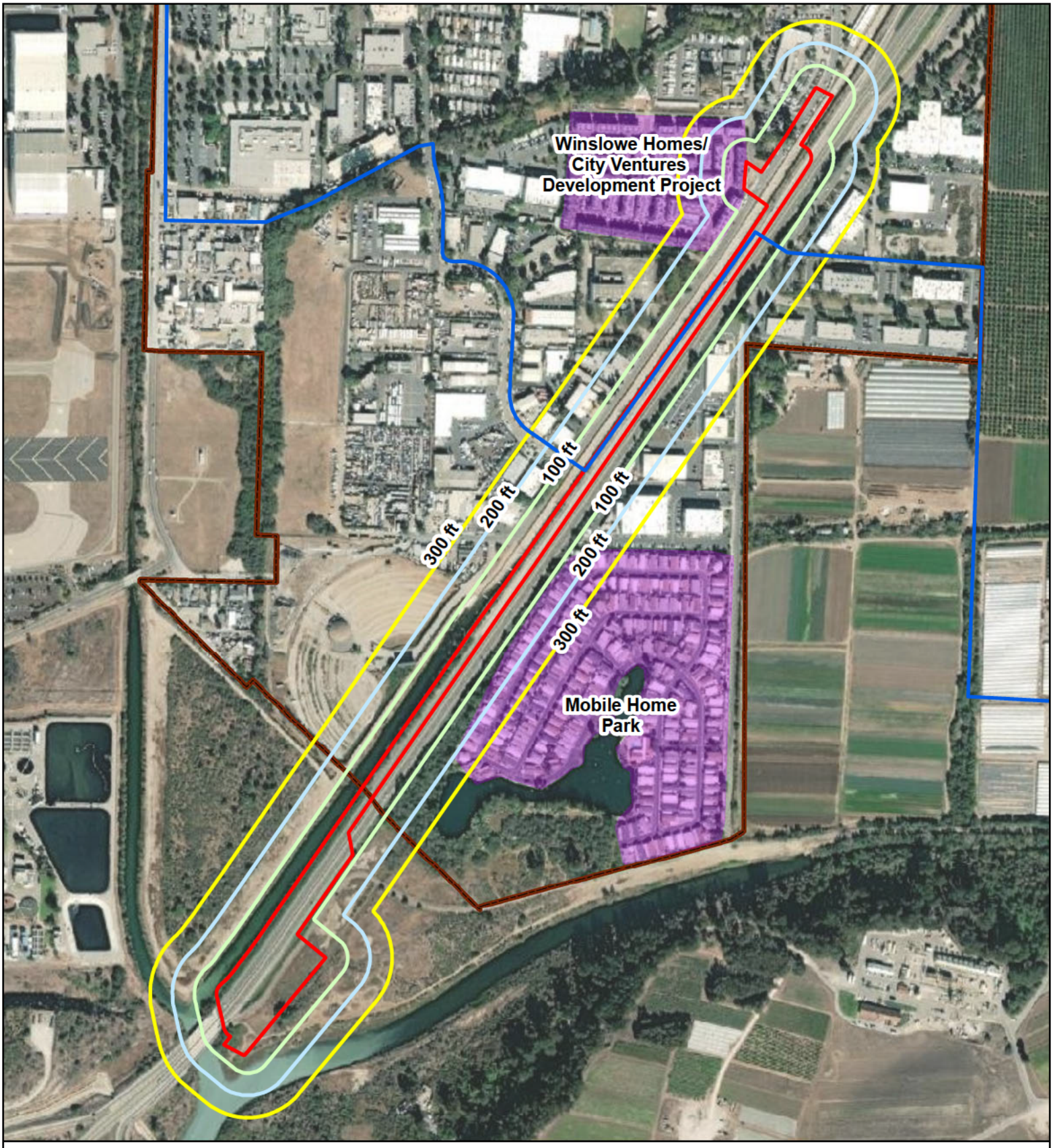
0 135 270 540 Feet

Source: ESRI Online Basemap, World Imagery, Santa Barbara County Coordinate System NAD 83 State Plane California V FIPS 0402 Feet
Notes: This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

Sensitive Receptors at the Northern Segment

Figure M-1



Legend

- Project Extent
- City of Goleta/Santa Barbara County Line
- Coastal Zone Boundary
- Sensitive Receptors
- 100 ft buffer
- 200 ft buffer
- 300ft buffer

Dewberry

0 220 440 880 Feet

Source: ESRI Online Basemap, World Imagery, Santa Barbara County
Coordinate System NAD 83
State Plane California V FIPS 0402 Feet
Notes: This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

Sensitive Receptors at the Southern Extent Segment

Figure M-2

Environmentally Sensitive Habitat Areas

The City General Plan identifies policies to ensure that environmentally sensitive habitat areas (ESHAs) are protected from noise associated with development projects within or adjacent to ESHAs. ESHAs are identified as any area in which plant or animal life, or their habitats, are either rare or especially valuable because of their special nature or role in an ecosystem and which could easily be disturbed or degraded by human activities and developments. The City General Plan identifies San Jose Creek and its associated riparian habitats within the proposed project as protected ESHAs. The City General Plan also identifies a Monarch butterfly aggregation and Monarch butterfly/raptor roosting habitat located on the north side of Calle Real, north of the proposed project northern segment, and the wetland habitats associated with Rancho Goleta Lake and Atascadero Creek, located to the southeast of the proposed project southern segment, as protected ESHAs within City limits. The County Comprehensive Plan/LCP identifies wetlands, streams, and seabird roosting and nesting areas along San Pedro Creek, San Jose Creek, and Atascadero Creek as ESHAs within the County coastal zone. The County Comprehensive Plan/LCP also specifically identifies wetlands, vernal pools, and freshwater marsh habitat associated with Goleta Slough as ESHAs within the County.

ii. Regulatory Setting

- Noise Control Act of 1972
- California General Plan Guidelines (OPR 2003)
- City General Plan/Coastal Land Use Plan (City General Plan)
- City of Goleta Municipal Code
- County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)
- Santa Barbara County Code

iii. Thresholds of Significance

City of Goleta Thresholds

A significant noise impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist. In addition, based on the City of Goleta's *Environmental Thresholds and Guidelines,* section 12 Noise Thresholds, the following thresholds are used to determine whether significant noise impacts would occur:

Threshold NOI-1. A development that would generate noise levels in excess of 65 dBA CNEL and could affect sensitive receptors would generally be presumed to have a significant impact.

Threshold NOI-2. Outdoor living areas of noise sensitive uses that are subject to noise levels in excess of 65 dBA CNEL would generally be presumed to be significantly impacted by ambient noise. A significant impact would also generally occur where interior noise levels cannot be reduced to 45 dBA CNEL or less.

Threshold NOI-3. A project would generally have a significant effect on the environment if it would increase substantially the ambient noise levels for noise sensitive receptors in adjoining areas. Per Threshold NOI-1 above, this may generally be presumed to occur when ambient noise levels affecting sensitive receptors are increased to 65 dBA CNEL or more. However, a significant effect may also occur when ambient noise levels affecting sensitive receptors increase substantially but remain less than 65 dBA CNEL, as determined on a case-by-case level.

Threshold NOI-4. Noise from grading and construction activity proposed within 1,600 feet of sensitive receptors, including schools, residential development, commercial lodging facilities, hospitals or care facilities, would generally result in a potentially significant impact. According to the U.S. EPA guidelines, the average construction noise is 95 dBA at a 50-foot distance from the source. A 6 dBA drop occurs with a doubling of the distance from the source. Therefore, locations within 1,600 feet of the construction site would be affected by noise levels over 65 dBA. Construction within 1,600 feet of sensitive receptors on weekdays outside of the hours of 8 AM to 5 PM and on weekends would generally be presumed to have a significant effect. Noise attenuation barriers and muffling of grading equipment may also be required in this circumstance. Construction equipment generating noise levels above 95 dBA may require additional mitigation.

Typical Construction Equipment Noise Levels

The FHWA completed an analysis of noise as measured in dBA as measured at a distance of 50 feet. Based on this analysis, **Table M-2** lists general construction equipment noise levels expected onsite of the proposed project.

Table M-2. Typical Construction Equipment Noise Levels

Construction Equipment	Typical Noise Level (dBA at 50 feet)
Scrapers	85
Dozers	85
Trucks	84
Backhoe	80
Pneumatic Tools	85
Concrete Pump	82
Source: Dewberry, 2022l and 2022m	

With regard to **Threshold NOI-3**, the term “substantial increase” is not defined within the Thresholds Manual. The limits of perceptibility by ambient grade instrumentation (sound meters) or by humans in a laboratory environment is around 1.5 dB. Under ambient

conditions, people generally do not perceive that noise has clearly changed until there is a 3 dB difference. A threshold of 3 dB is commonly used to define substantial increase". Therefore, for purposes of this analysis, an increase of 3 dBA CNEL in noise would be a significant impact. increases of 3.0 dB require a doubling of traffic volumes on already noise-impacted roadways. Operationally, projects usually do not, by themselves, cause traffic volumes to double. Offsite traffic noise impacts are, therefore, almost always cumulative in nature rather than individually significant. Construction noise is temporary and is reduced by mufflers installed on equipment or other measures such as erected sound barriers.

Groundborne Vibration

Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. Vibration energy is carried through buildings, structures, and the ground, whereas ambient noise is carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise, such as rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction activities that would occur on the project site have the potential to generate groundborne vibration. Significant impacts occur when vibration or groundborne noise levels exceed the Federal Railroad Administration (FRA) maximum acceptable level threshold of 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). Vibration levels are assumed to attenuate by 6 VdB per doubling of distance (Federal Transit Administration [FTA], 2018).

Santa Barbara County Thresholds

County noise thresholds are: 1) 65 dBA CNEL maximum for exterior exposure, 2) 45 dBA CNEL maximum for interior exposure of noise-sensitive uses, and 3) an increase in noise levels by 3 dBA – either individually or cumulatively when combined with other noise-generating sources when the existing (ambient) noise levels already exceed 65 dBA at outdoor living areas or 45 dBA at interior living areas.

iv. Project Specific Impacts

a, b) **Less the significant with mitigation (CEQA Checklist a and b, City Threshold NOI-1 through NOI-4, City Threshold for groundborne vibration, County Threshold for interior and exterior noise levels at sensitive uses, no applicable County Threshold specific to construction, No applicable City or County Threshold for ESHA noise levels).** The proposed project would construct a bicycle and pedestrian multipurpose path adjacent to San Jose Creek. The proposed project would provide a link in the regional active transportation network identified in the City General Plan, the City's Bicycle and Pedestrian Master Plan, the County Comprehensive Plan/LCP, and the EGVCP.

Short Term Construction Noise and Groundborne Vibration

Noise from construction activities is anticipated to temporarily increase ambient noise levels in the vicinity of the proposed project. Noise at the construction site may intermittently dominate the noise environment with varying levels of intensity. The degree of construction noise impacts may also vary for different areas along the project corridor, and for different construction activities (**Table M-3**). Noise from construction activities generally attenuate at a rate of 6 dBA doubling distance. General construction equipment noise levels at a distance of 50 feet are provided above, in **Table M-2.** General construction phase/activity typical noise levels are summarized in **Table M-3.** No pile driving is anticipated to occur during construction of the proposed project northern segment. Pile driving is anticipated to occur during construction for in the southern portion of the proposed project southern segment.

Table M-3. Typical Construction Activity Noise Levels

Construction Phase/Activity	L_{eq} at 50 feet away from Project Centerline (dBA)
Pile Driving	100
Ground Clearing	84
Excavation	88/78
Foundation	88
Erection	79/78
Finishing	84
Source: Dewberry, 2022l and 2022m	

The loudest construction activity for the proposed project northern segment would include excavation and foundation construction phases. These activities would be required throughout the proposed project area and would be located a minimum of 50 feet from the nearest sensitive receptor (Armitos Park). The noise generated from the excavation and foundation activities is anticipated to adhere to City and Caltrans regulations. The nearest sensitive receptor to the proposed project northern segment, Armitos Park, is located approximately 50 feet southwest of the northern segment. Based on the loudest

construction activity, excavation and foundation, Armitos Park would experience maximum noise levels of 88 dBA during construction.

The loudest construction activity for the proposed project southern segment would be pile driving, which would produce approximately 100 dBA at 50 feet. The proposed project would require driving steel pipe pile foundations s part of the retaining wall and box culvert construction for the southern segment. The distance between the proposed project southern segment retaining wall and the nearest residences, the Winslowe Homes/City Ventures Development Project and the Rancho Goleta Lakeside Mobile Home Park, would reduce the peak noise levels for pile driving to approximately 88 dBA; however, the impulsive nature of this type of noise tends to increase its perceived nuisance. After pile driving, the next loudest construction activity for the proposed project southern segment would include excavation and foundation construction phases. For these construction phases, the Winslowe Homes/City Ventures Development Project would experience maximum noise levels of approximately 88 dBA. The Rancho Goleta Lakeside Mobile Home Park sensitive receptor is located approximately 100 feet east of the proposed project southern segment along SR 217 and is anticipated to experience maximum noise levels of approximately 82 dBA as a result of proposed project southern segment construction.

The noise impacts to sensitive receptors would be temporary as a result of the construction of the proposed multipurpose path and would not have any long-term noise impacts on the surrounding community. The contractor would implement BMPs during construction that would include, but are not limited to, the following:

- Planning noisier operations during times of least sensitivity to receptors (Monday through Friday, 8:00 AM to 5:00 PM).
- Maintaining good public relations with the community to provide information on objections to construction noise impacts.
- Providing the community with frequent activity updates of all construction activities.

The proposed project would comply with the City General Plan, County Comprehensive Plan/LCP, EGVCP, City Municipal Code, County Land Use Development Code and Coastal Zoning Ordinance (Article II), and Section 14-8.02 of the Caltrans Standard Specifications. Construction would take place Monday through Friday between 8 AM and 5 PM, incompliance with Measure NE-6.5 of the City General Plan, Section 40 of the County Land Use Development Code, and Section 14-8.02 of the Caltrans Standard Specifications. As discussed in the above paragraphs, the proposed project would not exceed the City's Threshold NOI-4 of 95 dBA during construction at any of the identified sensitive receptors. In addition, the proposed project would implement best management practices (BMPs) and construction noise minimization measures.

With the implementation of **Mitigation Measure NOI-1**, noise and vibration impacts would be reduced to a less than significant level.

With respect to the ESHAs, construction noise would occur within ESHAs, which could contain special status species, including monarch butterflies, tidewater gobies, and southern California steelhead. Temporary impacts would include altering the behavior and physical health of special status species within or adjacent to the proposed project site. In addition, the sounds from pile driving could result in temporary impacts to individual tidewater gobies (southern segment only) and southern California steelhead because of the presence of saturated soils. Thus, there is the potential for tidewater goby and southern California steelhead to be harassed from pile driving. The type and magnitude of the effects on these species are dependent on the method of pile driving, mass of an affected tidewater goby or southern California steelhead, and the location of individual fish in the water in relation to pile driving (Dewberry, 2022b). No pile driving activities would take place within the active channel of San Jose Creek, nor within the top of bank of San Jose Creek; pile driving would occur a minimum of 29 feet from the active channel of San Jose Creek. Based on the analysis in the NES (Dewberry, 2022b), the peak pressure in San Jose Creek from the pile driving 29 feet from the active channel, would be 160.99 dB for a 14-inch steel pipe and 179.99 dB for a 16-inch steel pipe, which is below the onset of physical injury to tidewater goby and southern California steelhead. The Fisheries Hydroacoustic Working Group (FHWG) uses a metric threshold criterion to correlate physical injury to fish exposed to underwater producing pile driving with impact hammers. Specifically, this includes a cumulative sound exposure level (SEL) of 187 decibels (dB) for fish two grams or greater, or 183 dB for fish less than 2 grams. If the threshold is exceeded, then physical injury is assumed to occur (Dewberry, 2022b). The proposed project peak pressure of 179.99 dB is below the FHWG injury levels. Implementation of **Mitigation Measures BIO-2** and **BIO-3** would reduce proposed project impacts to less than significant. Refer to Section D, above, for details regarding impacts of noise on special status species.

Long Term Noise and Groundborne Vibration

As discussed in detail in Section Q, Transportation, below, the proposed project would help to complete an approximately three-mile-long bicycle and pedestrian path connecting the areas north of US 101 in Santa Barbara County to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). This would provide a connection in the regional active transportation network, as identified in the City General Plan, City's Bicycle and Pedestrian Master Plan, County Comprehensive Plan/LCP, and EGVCP, as well as the SBCAG Regional Active Transportation Plan. The proposed project would not increase vehicle capacity on adjacent roadways and would not induce land changes in the surrounding properties. Instead, the multipurpose path would connect residential and employment centers in Santa Barbara and Goleta to the University of California Santa Barbara (UCSB), the Santa Barbara Airport, and coastal resources at Goleta Beach. The proposed project would be consistent with City, County, and Caltrans noise regulations. Pedestrian and Bicycle use along a multipurpose path generally do not increase noise levels above the level for normal speech, approximately 65 dBA (refer to **Table M-1**, above) and do not generate vibrations. The City General Plan identifies the sensitive receptors and ESHAs as being within the existing 60, 65, and 70 dBA contours for SR

217 and US 101. Therefore, sensitive receptors and ESHAs would not perceive a permanent change in noise and vibration levels as a result of the operations of the proposed project. The proposed project would have less than significant impacts in this regard. No long-term mitigation is required.

c) **Less than significant (CEQA Checklist c, No applicable City and County Thresholds).** The proposed project is a multipurpose path that would provide connections within the active transportation network, as identified in the City General Plan, City's Bicycle and Pedestrian Master Plan, County Comprehensive Plan/LCP, and EGVCP, as well as the SBCAG Regional Active Transportation Plan. The proposed project is located within two miles of a municipal airport, the Santa Barbara Municipal Airport. The Santa Barbara County Airport Land Use Compatibility Plan indicates that portions of the proposed project southern segment are located within the 60-65 dBA and the 65-70 dBA noise exposure contours for the Santa Barbara Municipal Airport main runway (SBCAG, 2017). The City of Goleta Draft Zoning Overlay Districts show that portions of the proposed project southern segment are within the Airport Environs (AD) overlay for approach zone – 1 mile.

The proposed project is located in a high noise environment due to its proximity to Calle Real, US 101, UPRR, SR 217, the Santa Barbara Municipal Airport, and remaining construction of the Winslowe Homes/City Ventures Development. The proposed project would not include development of residential units, nor commercial or industrial structures for employment, but rather an active transportation network that would provide non-motorized opportunities for recreation and commuting. Therefore, no new population or jobs would be created by this proposed project that would result in new or expanded populations being introduced into an area within two miles of an airport. Operation of the proposed project would not expose people to noise levels beyond existing conditions at existing multipurpose paths along San Jose Creek and at the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). Therefore, operation of the proposed project would not expose residents or workers to increased noise levels beyond what currently exists. The proposed project impacts would be less than significant in this regard, and no mitigation is required.

v. Cumulative Impacts

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. The proposed project would not combine with past, present, and reasonably foreseeable projects in the area. While potential impacts may occur, the minimization measures required for this proposed project, along with BMPs and minimization and mitigation measures required for the nearby projects would reduce individual project impacts. Thus, the proposed project, in combination with past, present, and reasonably foreseeable projects, would not cause an increase in ambient noise at the proposed project site and would be consistent with City and County noise goals and policies. Therefore, impacts of the proposed project would

not have the potential to combine with impacts from past, present, or reasonably foreseeable projects to result in a cumulative impact. Cumulative impacts are considered less than significant with the implementation of mitigation measures.

vi. Mitigation Measures and Conditions

Mitigation Measure NOI-1. *Equipment Noise Control*

No adverse noise impacts from construction are anticipated because construction will be conducted in accordance with Caltrans Standard Specifications Section 14-8.02, 42-1.02. Construction operations will be during daylight hours only (Monday to Friday, 8:00 AM to 5:00 PM) for all construction activities that have the potential to affect sensitive receptors. The following control measures will be implemented in order to minimize noise and vibration disturbances during periods of construction:

1. Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. All construction equipment will be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding).
2. Utilize construction methods or equipment providing the lowest level of noise and ground vibration impact available, such as alternative low noise pile installation methods.
3. Turn off idling equipment.

vii. Residual Impacts

The proposed project would not have a residual noise impact based on project design and adherence to City, County, and Caltrans regulations, standards, and conditions, as well as implementation of **Mitigation Measure NOI-1**. This is because the mitigation measure provides standards specifications that reduce construction noise levels by providing equipment standards as well as limiting construction hours, thus reducing impacts to less than significant.

N. Population and Housing

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Population and Housing – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

i. Existing Setting

According to the population estimates published in May 2020, as of January 1, 2020, the California Department of Finance (DOF) estimates that the City has a population of 32,223 people (California Department of Finance [DOF], 2020a). The U.S. Census Bureau shows that in 2018, the City had approximately 11, 836 housing units (U.S. Census Bureau, 2018). Upon build out of the City of Goleta General Plan/Coastal Land Use Plan (City General Plan) (anticipated to occur by the year 2030), the City's population is expected to reach 38,100 people.

The County of Santa Barbara has a total population of 451,840 people as of January 1, 2020 (DOF, 2020a). In 2019, the County had 159,286 housing units (U.S. Census Bureau, 2020).

ii. Regulatory Setting

The proposed project is an active transportation project and does not directly or indirectly introduce residential land uses to the City or County. Therefore, the regulatory setting pertaining to population and housing is not discussed further.

iii. Thresholds of Significance

City of Goleta Thresholds

A significant impact on population and housing would be expected to occur if the proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist.

Santa Barbara County Thresholds

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

iv. Project Specific Impacts

a-b) **No impact (CEQA Checklist a and b, City Threshold is the same as CEQA Checklist, County Threshold for growth or displacement of existing people or housing).** The purpose of the proposed project is to close the multipurpose path gap in the regional active transportation network between the areas north of US 101 and Calle Real with the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). The proposed project would provide a direct and continuous multipurpose path for both commuting and recreational bicyclists and pedestrians. This has been identified, and planned for, in the City General Plan and the County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP). The proposed project would not provide new housing units. The proposed project would not remove any existing housing units and would only connect the existing active transportation network. The proposed project site does occasionally contain areas where people may establish encampments; however, the homeless population within the project site is not substantial. In addition, the proposed project is not a designated area for the homeless to gather.

Therefore, the proposed project would not induce substantial unplanned population growth in the area, nor would it displace substantial numbers of existing people or housing units. As such, the proposed project would have no impact upon population growth and housing.

v. Cumulative Impacts

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. The proposed project would not result in any appreciable permanent jobs, would not provide housing units, and would not displace people or housing units. Temporary job opportunities would occur during construction of the proposed project; however, these jobs would be temporary in nature, cease upon construction completion, and are anticipated to be filled by the existing workforce in Santa Barbara County, or nearby. Therefore, the temporary jobs would not result in employees moving to the area. Therefore, the proposed project in combination with past, present, and reasonably foreseeable projects, would not contribute to population and housing impacts. Cumulative impacts are considered less than significant.

vi. Mitigation Measures and Conditions

No mitigation measures are required for the proposed project.

vii. Residual Impacts

The proposed project would not result in any population or housing impacts that would result in residual impacts.

O. Public Services

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Public Services —				
a) Would the project result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

i. Existing Setting

Fire Protection

The proposed project is located in an urban area along Calle Real, US Route (US) 101, Union Pacific Railroad (UPRR), and State Route (SR) 217, in the eastern part of the City of Goleta (City) and Santa Barbara County (County). Fire protection services are currently provided by Santa Barbara County Fire Department (SBCFD) under contract to the City. The closest fire station to the proposed project site is Santa Barbara County Fire Station #12, located at 5330 Calle Real, approximately 1,700 feet east of the north end of the proposed project northern segment.

The SBCFD has implemented a dynamic deployment system, for its fire regimes, in addition to the traditional static deployment system from fire stations when the stations engine is “in house”. Dynamic deployment allows for the dispatching of engines already on the road for emergency calls rather than dispatching by a station’s “first in area”, as has been the previous practice. Basically, dynamic deployment uses a Global Positioning System (GPS) to monitor the exact location of each engine in real time. Dynamic deployment using the County’s GPS always provides the County with real time information on the exact location of each engine and can dispatch the closest, un-engaged engine to an emergency incident, regardless of which fire station’s service area the call originates from. This precludes the need for an in-service engine to have extended run times when another fire engine would be closer. The SBCFD has also added a

battalion chief as the fourth fire fighter on scene, in order to meet the California Division of Occupational Health and Safety (Cal-OSHA) requirement for firefighter safety, known as the “two-in-two-out rule” (refer to the regulatory section below for details).

Police Protection

The Sheriff’s Office is responsible for law enforcement in the unincorporated areas of the County, the county jail system, superior court security, and coroner functions. The Sheriff’s Office is also contracted to provide police services to the cities of Buellton, Carpinteria, Goleta, and Solvang. The Sheriff’s Office has approximately 600 employees and 150 volunteers at more than 25 work sites located throughout Santa Barbara County. Although the number varies, the team currently includes approximately 260 law enforcement deputies and 200 custody deputies. Within the City of Goleta, the City is divided into 3 patrol units, with 1 police car assigned to each unit. The nearest offices to the proposed project are located at 7042 Market Place Drive, approximately 2.8 miles west of the proposed project southern segment, and 4434 Calle Real, approximately 2.4 miles east of the proposed project northern segment (County Sheriff’s Office, 2020).

Schools

Public education services are provided within the City and the remainder of the Goleta Valley by the Goleta Union School District (GUSD) and the Santa Barbara High School District (SBHSD). GUSD owns and operates five schools (Brandon, El Rancho, Ellwood, Kellogg, and La Patera) located within the City and five other schools (El Camino, Foothill, Hollister, Isla Vista, and Mountain View) located within unincorporated areas of the Goleta Valley. In general, enrollments in the area school system have been declining for the past several years and area schools serving the proposed project vicinity are operating below capacity.

Parks

A detailed discussion of parks is provided below in Section P, Recreation. The City of Goleta (City) has 19 parks and 21 open spaces (including 3 parks and 3 open spaces that are privately-owned and publicly accessible), and 1 community center (the Goleta Valley Community Center), comprising a total of approximately 554 acres. This is approximately 17.8 acres per 1,000 residents. The City has adopted a goal of providing 4.7 acres of parkland (open space lands whose primary purpose is recreation) per 1,000 residents.

Santa Barbara County (County) maintains more than 900 acres of parks and open spaces, as well as approximately 84 miles of trails and coastal access easements. The County has established a minimum standard ratio of 4.7 acres of recreation/open space per 1,000 residents.

Recently, both the City and County have completed or have begun the construction of various bicycle and pedestrian improvements within and adjacent to the project limits, as

discussed in detail in Section P, Recreation. Existing multipurpose paths are located north of the proposed project and between the northern and southern segments. A portion of the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) is located adjacent to, and within, the proposed project southern segment site.

ii. Regulatory Setting

- California Coastal Act
- California Division of Occupational Health and Safety (Cal-OSHA) Rules
- City General Plan/Coastal Land Use Plan (City General Plan)
- County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)
- SBCFD Guidelines

iii. Thresholds of Significance

City of Goleta Thresholds

A significant impact on public services would be expected to occur if the proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist. In addition, the City's Environmental Thresholds and Guidelines Manual include thresholds of significance for potential impacts on area schools. Specifically, under these thresholds, any project that would result in enough students to generate the need for an additional classroom using current State standards would be considered to result in a significant impact on area schools.

Santa Barbara County Thresholds

A significant impact on schools is generally considered to occur when a project would generate sufficient students to require an additional classroom.

The County does not have a 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 following SBCFD standards are applied in evaluating impacts associated with the proposed development that are applicable to the proposed project:

- The emergency response thresholds include SBCFD 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.

iv. Project Specific Impacts

a.i-a.ii) **Less than significant (CEQA Checklist ai and aii, City Threshold same as CEQA Checklist, County Threshold for SBCFD emergency response).** The proposed

project involves the construction of a multipurpose path that would connect the existing active transportation network in the City and County from north of Calle Real and US 101 to the Class I Atascadero Creek Bikeway (Obern Trial/Coast Route). Long-term operational demands of the proposed project would be minimal, as the proposed multipurpose path would have service needs similar to existing conditions along the existing active transportation network. This impact would be less than significant.

Construction of the proposed project could result in the need for public services. Construction of the proposed project could result in accident or emergency incidents that would require emergency response, such as fire protection or law enforcement services; however, construction activities would be short in duration, lasting approximately one year. Any increase in fire or law enforcement services due to construction activities would be temporary, ceasing upon completion of the proposed project. This impact would be less than significant.

Emergency access to, and through, the vicinity of the proposed project site may be temporarily inhibited during construction of the proposed project. Implementation of a Standard Construction Period Emergency Access Plan would ensure that traffic disruption impacts are minimized to a less than significant level and that fire and law enforcement services are not impacted by the proposed project.

a.iii) **No impact (CEQA Checklist aiii, City Threshold for requiring additional school facilities, County Threshold for requiring additional school facilities).** The proposed project would not increase the population, refer to Section N, Population and Housing, and thus, would not result in an increase in school age children beyond what the GUSD and SBHSD currently provide. Construction workers are anticipated to come from the surrounding areas, and thus would not relocate to the project vicinity. Therefore, temporary increase in school services would not occur. No impact would occur with respect to school service needs and no mitigation measures are required.

a.iv and a.v) **Less than significant (CEQA Checklist aiv and av, City Threshold same as CEQA Checklist, County Threshold for population to recreation /open space ratio).** The proposed project would not increase the population, refer to Section N, Population and Housing, and thus, would not result in an increase in demand on parks and recreational facilities (refer to Section P, Recreation, for further details). Therefore, the proposed project would not require the construction or expansion of recreational facilities beyond what is already proposed. The proposed project would help to complete an approximately three-mile-long bicycle and pedestrian path connecting the areas north of US 101 in Santa Barbara County to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). This would provide a connection in the regional active transportation network. The proposed project would provide increased access to recreational facilities within the City and the County, as outlined in the City General Plan, City's Bicycle and Pedestrian Master Plan, the County Comprehensive Plan/LCP, and the EGVCP. Therefore, while the proposed project would provide additional access points to recreational facilities, it would not increase the use of these facilities beyond what the City

and County have already planned. Therefore, the proposed project would have a less than significant impact.

While construction workers would be brought to the area during the construction season, they are anticipated to come from the surrounding area, and thus would not relocate. Construction workers would be on the project site during construction hours and would return home in the off hours. Therefore, and increased demand on parks or other public services resulting in the need for new or improved facilities would not occur. No impact would result during construction of the proposed project.

v. Cumulative Impacts

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. The proposed project would not combine with past, present, and reasonably foreseeable projects in the area. While potential impacts may occur, the mitigation measures required for this proposed project, along with BMPs, standard construction plans, and mitigation measures required for the nearby projects would reduce individual project impacts. Thus, the proposed project, in combination with past, present, and reasonably foreseeable projects, would be consistent with the City General Plan, City's Bicycle and Pedestrian Master Plan, County Comprehensive Plan/LCP, and the EGVCP in implementing the parks and recreation plans and policies and maintaining public services. Therefore, impacts of the proposed project would not have the potential to combine with impacts from past, present, or reasonably foreseeable projects to result in a cumulative impact. Cumulative impacts are considered less than significant.

vi. Mitigation Measures and Conditions

The proposed project would have less than significant impacts; therefore, no mitigation is required.

vii. Residual Impacts

The proposed project would result in less than significant or no significant public services impacts. Therefore, the proposed project would not result in residual impacts.

P. Recreation

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Recreation —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☒	☐	☐

vii. Existing Setting

The City of Goleta (City) has 19 parks and 21 open spaces (including 3 parks and 3 open spaces that are privately-owned and publicly accessible), and 1 community center (the Goleta Valley Community Center), comprising a total of approximately 554 acres. This is approximately 17.8 acres per 1,000 residents. The City has adopted a goal of providing 4.7 acres of parkland (open space lands whose primary purpose is recreation) per 1,000 residents.

Santa Barbara County (County) maintains more than 900 acres of parks and open spaces, as well as approximately 84 miles of trails and coastal access easements. The County has established a minimum standard ratio of 4.7 acres of recreation/open space per 1,000 residents.

Recently, both the City and County have completed or have begun the construction of various bicycle and pedestrian improvements within and adjacent to the project limits. The City recently completed construction of the Jonny D. Wallis Neighborhood Park which included the construction of a segment of Class I bicycle/pedestrian path within the San Jose Creek Multipurpose Path alignment. Later this year the City will construct another segment of Class I bicycle/pedestrian path extending from the new park north to Armitos Avenue. Existing multipurpose paths are located north of the propose project northern segment, between the proposed project northern and southern segments.

The County completed the multipurpose path bridge across San Jose Creek between Kellogg Avenue and Merida Drive, located near the northern end of the proposed project. Near the southern end of the proposed project, the County recently reconstructed the Goleta Beach Bridge which includes a separated Class I path for the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). A portion of the Class I Atascadero Creek

Bikeway (Obern Trail/Coast Route) is located adjacent to, and within, the proposed project southern segment site.

The City and the County contain parts of the California Coastal Trail (Coast Route). The Coast Route within the City limits is located to the west of the proposed project, west of the University of California Santa Barbara (UCSB). The Coast Route within the County includes the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) which is located within the southern limits of the proposed project site. The Coast Route, as a whole, is used for recreation as well as alternative transportation and is increasingly seen as an economic asset to local communities as a tourist attraction and community amenity. The Coast Route takes a variety of forms designed to fit the surrounding environment, level of use, and available land rights (California State Coastal Conservancy, 2020).

vii. Regulatory Setting

- Federal Millennium Trail Initiative
- California Coastal Trail
- City General Plan/Coastal Land Use Plan (City General Plan)
- City of Goleta Bicycle and Pedestrian Master Plan
- County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)

vii. Thresholds of Significance

City of Goleta Thresholds

A significant impact on recreation would be expected to occur if the proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist.

Santa Barbara County Thresholds

The Thresholds and Guidelines Manual contains no threshold for park and recreation impacts. Therefore, similar to the City thresholds, a significant impact on recreation would be expected to occur if the proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist.

iv. Project Specific Impacts

a) **Less than significant (CEQA Checklist a, City and County Thresholds same as CEQA Checklist).** The proposed project consists of a new 1.4-mile section of multipurpose path, bicycle/pedestrian bridge, undercrossing and tunnel, and striping along San Jose Creek for cyclists and pedestrians. The proposed project consists of two separate segments: the northern segment and the southern segment. Together, these two segments would help to complete an approximately three-mile-long bicycle and pedestrian path connecting the areas north of US 101 in Santa Barbara County to the

existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). This would provide a connection in the regional active transportation network.

The primary use of the proposed project would be both recreation as well as active transportation. The proposed project would provide increased access to recreational facilities within the City and the County, as outlined in the City General Plan, City's Bicycle and Pedestrian Master Plan, the County Comprehensive Plan/LCP, and the EGVCP. Therefore, while the proposed project would provide additional access points to recreational facilities, it would not increase the use of these facilities beyond what the City and County have already planned.

In consideration of CEQA Checklist item a, above, no new population or jobs would be created by this proposed project that would contribute to exceeding the use capacities of existing neighborhood or regional parks and lead to, or contribute to, their physical deterioration. Therefore, the proposed project would have a less than significant impact on community recreation facilities.

b) **Less than significant with mitigation (CEQA Checklist b, City and County Thresholds same as CEQA Checklist).** As stated above, the proposed project would serve both recreation as well as active transportation. The proposed project would help to complete an approximately three-mile-long bicycle and pedestrian path connecting the areas north of US 101 in Santa Barbara County to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). This would provide a connection in the regional active transportation network.

No new population or jobs would be created by this proposed project that would require the need for new or expanded recreational facilities. Therefore, the proposed project would not require the construction or expansion of recreational facilities beyond what is already proposed.

This Initial Study/Mitigated Negative Declaration identifies the physical impacts of the proposed project on the environment and provides mitigation measures to reduce impacts to less than significant levels, as discussed in Sections A through T. The proposed project would implement mitigation measures identified in Sections A through T that would reduce impacts to less than significant levels.

v. Cumulative Impacts

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. The proposed project would not combine with past, present, and reasonably foreseeable projects in the area. While potential impacts may occur, the mitigation measures required for this proposed project, along with the minimization and mitigation measures required for the nearby projects would reduce individual project impacts. Thus, the proposed project, in combination with

past, present, and reasonably foreseeable projects, would be consistent with the City General Plan, City's Bicycle and Pedestrian Master Plan, County Comprehensive Plan/LCP, and the EGVCP in implementing the parks and recreation plans and policies. Therefore, impacts of the proposed project would not have the potential to combine with impacts from past, present, or reasonably foreseeable projects to result in a cumulative impact. Cumulative impacts are considered less than significant with the implementation of mitigation measures.

vi. Mitigation Measures and Conditions

Implement **Mitigation Measures AES-1, BIO-1** through **BIO-7, GEO-1, HAZ-1**, **HAZ-2, HYD-1,** and **NOI-1.**

vii. Residual Impacts

The proposed project would not have a residual impact on recreation based on project design and adherence to City, County, and Caltrans regulations, standards, and conditions as well as implementation of Mitigation Measures listed above. No residual impacts are expected because the mitigation measures provide procedures that reduce project-specific impacts to the environment because the proposed project is implementing a new recreational facility. These mitigation measures reduce construction impacts to the seven environmental resource areas to less than significant.

Q. Transportation

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Transportation – Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

i. Existing Setting

The proposed project would cross under Calle Real, U.S. Route (US) 101, and the Union Pacific Railroad (UPRR) bridges, and State Route (SR) 217 north of the bridge over San Jose Creek. The proposed project is located within the City of Goleta (City), the County of Santa Barbara (County), and the California Coastal Zone.

Roadways

The proposed project would connect to Calle Real, and would cross under the Calle Real bridge at San Jose Creek. The proposed project would also connect to Armitos Avenue, Kellogg Way, and South Kellogg Avenue. Calle Real is a four-lane divided major arterial with sidewalks and a landscaped median in the vicinity of the proposed project. Armitos Avenue and Kellogg Way are generally two-lane unstriped local streets and roads with on-street parking and sidewalks. South Kellogg Avenue is a striped two-lane miner arterial with striped on-street parking and sidewalks.

The proposed project northern segment would cross under the US 101 bridge over San Jose Creek. US 101 is a six-lane divided freeway within the proposed project limits, with 12-foot-wide lanes, two 8-foot-wide inside shoulders, two 8-foot-wide outside shoulders, and a 22-foot-wide center median. The proposed project southern segment would parallel SR 217 and cross under SR 217 north of the bridge at San Jose Creek. SR 217 is a four-lane divided freeway with an 8- to 10-foot-wide outside shoulder, 12-foot travel lanes, 10-foot inside shoulder, and a concrete barrier or double tier beam barrier in the median.

Railways

The proposed project would cross under the UPRR bridge over San Jose Creek. The UPRR track is a single track within the proposed project limits.

Bicycle and Pedestrian Facilities

At the north end of the proposed project, Calle Real contains existing Class II bicycle facilities and sidewalks. In addition, there is an existing Class I facility north of Calle Real. The proposed project northern segment would tie into the soon to be completed portion of the multipurpose path at Armitos Avenue, Armitos Park, and Jonny D. Wallis Neighborhood Park facilities. South Kellogg Avenue contains existing sidewalks and a Class II facility. The Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) is located at the southern end of the proposed project area. It is a paved and striped multipurpose path in the vicinity of the proposed project southern segment. The Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) crosses over San Jose Creek as a separated multipurpose path on the SR 217 bridge over San Jose Creek.

ii. Regulatory Setting

- California Street and Highway Code Sections 660-711, 670-695

- State Transportation Improvement Program (STIP)
- California Senate Bill (SB) 375
- California SB 743
- Santa Barbara County Association of Governments (SBCAG) Congestion Management Program (CMP)
- City General Plan/Coastal Land Use Plan (City General Plan)
- City of Goleta Bicycle and Pedestrian Master Plan
- County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)

iii. Thresholds of Significance

City of Goleta Thresholds

A significant project generated traffic impact would be expected to occur if a project resulted in any of the impacts noted above in the CEQA Guidelines Appendix G Checklist. Additional thresholds of significance are set forth in the City's Thresholds Manual and the City's Vehicle Miles Traveled Threshold Study. The applicable thresholds from the City's Thresholds Manual to the proposed project include the following:

Threshold TRA-1. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below or sends at least 5, 10, or 15 trips to intersections operating at LOS F, E or D, respectively.

LEVEL OF SERVICE (including the project)	**INCREASE IN V/C (greater than)**
A	0.20
B	0.15
C	0.10
OR THE ADDITION OF TRIPS	
D	15 trips
E	10 trips
F	5 trips

Threshold TRA-3. Project adds traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with a substantial increase in traffic (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that would become potential safety problems with the addition of project or cumulative traffic.

Threshold TRA-4. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower.

Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

The City's VMT Threshold Study applicable thresholds are as follows:

- Conditions which project may not be required to conduct VMT analysis and may be presumed to have a less than significant impact:
    - Small projects that are consistent with the sustainable communities strategy or General Plan and generate or attract fewer than 110 daily trips
    - Transportation projects that would not likely lead to a measurable or substantial increase in vehicle miles traveled, such as transit and active transportation projects or roadway projects which reduce capacity and/or increase priority for non-automobile modes (transit, pedestrian, bicycle).

Santa Barbara County Thresholds

According to the County's Environmental Thresholds and Guidelines Manual, a significant transportation impact would occur when:

a. Potential Conflict with a Program, Plan, Ordinance, or Policy. 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).

b. **Potential Impact to VMT.** The County adopted thresholds for transportation projects determine whether a project conflicts or is inconsistent with CEQA Guidelines Section 15064.3(b) that considers the project's potential to increase VMT. The County threshold states that a project would result in a significant VMT impact if the proposed has a net increase in total roadway VMT in comparison to existing VMT for the study area.

c. **Design Features and Hazards.** An increase in road hazards 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. 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.

d. **Emergency Access.** To identify potential emergency access 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.

iv. Project Specific Impacts

a) **No impact (CEQA Checklist a, City Thresholds TRA-1 and TRA-4, County Threshold a).** During construction, Calle Real, US 101, Kellogg Way, South Kellogg Avenue, SR 217, and the existing bicycle and pedestrian facilities would remain open. Lane closures and staged construction would be necessary along Calle Real and SR 217 during construction activities. These lane closures would be temporary in nature. Roadways would remain in use, although with temporary lane closures, and existing bicycle and pedestrian facilities would remain open. The construction of the proposed project would not conflict with any adopted plan, policy, or ordinance, and therefore the construction of the proposed project would have no impact in this regard.

The proposed project consists of a new 1.4-mile section of multipurpose path, bicycle/pedestrian bridge, undercrossings, culvert, and striping along San Jose Creek for cyclists and pedestrians. The proposed project would help to complete an approximately three-mile-long bicycle and pedestrian path connecting the areas north of US 101 in Santa Barbara County to the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). This would provide a connection in the regional active transportation network, as identified in the City General Plan, City's Bicycle and Pedestrian Master Plan, County Comprehensive Plan/LCP, and EGVCP, as well as the SBCAG Regional Active Transportation Plan. The proposed project would connect existing Class I bikeway facilities within the City and County. The proposed project would provide safe and improved access for both recreational and commuting bicyclists. The proposed project would not conflict with any adopted plan, policy, or ordinance, and therefore the proposed project would have no impact.

b) **Less than significant (CEQA Checklist b, City Thresholds for VMT, County Threshold b)**. Transportation projects that can be presumed to lower VMT or have no effect on it, such as bicycle and pedestrian projects, transit improvements, and minor operational improvements, as defined in the State of California Governor's Office of Planning and Research (OPR) Technical Advisory (OPR, 2018), should be expected to cause a less than significant impact and would not require further VMT analysis. Specifically, projects that would not lead to a substantial or measurable increase in VMT, include:

- Addition of Class I bicycle paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Addition of new or enhanced bicycle or pedestrian facilities on existing streets/highways that serve non-motorized travel

The proposed project would help to complete an approximately three-mile-long bicycle and pedestrian path connecting the areas north of US 101 in Santa Barbara County to

the existing Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). This would provide a connection in the regional active transportation network, as identified in the City General Plan, City's Bicycle and Pedestrian Master Plan, County Comprehensive Plan/LCP, and EGVCP, as well as the SBCAG Regional Active Transportation Plan.

During construction, Calle Real, US 101, Kellogg Way, South Kellogg Avenue, SR 217, and the existing bicycle and pedestrian facilities would remain open. Lane closures and staged construction would be necessary along Calle Real and SR 217 during construction activities; however, a Staged Construction/Traffic Handling Plan and Construction Period Emergency Access Plan would be completed during final design so that the roadways remain open to vehicle, pedestrian, and bicycle traffic. These lane closures would be temporary in nature and are considered to have a minimal effect on VMT during project construction. Construction related impacts are considered less than significant, and no mitigation is required.

Upon completion of construction, the proposed project would result in a connection in the regional active transportation network. No changes to the existing roadways would occur, beyond the multipurpose path access points. In addition, as stated above, the construction of Class I bicycle paths, trails, multipurpose paths, or other off-road facilities that serve non-motorized travel would not lead to a measurable increase in VMT. Therefore, the proposed project's impacts to VMT would be less than significant, and no mitigation is required.

c) **Less than significant (CEQA Checklist c, City Thresholds TRA-3, County Threshold c).** No changes to the existing roadways would occur, beyond conformance of the existing roadways with the multipurpose path access points. During construction, there could be conflict with construction equipment and adjacent land uses. However, as discussed above, roadway access through the project site, would be maintained throughout the duration of construction. Construction equipment would be confined to the project site and staging areas as show in Figures 3, 4a, and 4b. Lane closures and staged construction would be necessary along Calle Real and SR 217 during construction activities. Vehicle travel lanes would be shifted from one side of SR 217 to the other as construction stages advance for the southern segment culvert. A Staged Construction/Traffic Handling Plan and Construction Period Emergency Access Plan would be prepared so that lane shifts, construction activities, and construction equipment do not conflict with other vehicles moving through the project site. Potential conflicts in movement of construction equipment and other roadway vehicles would cease upon construction completion. Impacts are less than significant in this regard, and no mitigation measures are required.

Design features of the proposed project would not result in conflicts of movement nor would it result in increased hazards at intersections. The proposed project would not generate vehicular traffic. The proposed project would result in a connection in the regional active transportation network. The proposed project would provide safer routes for pedestrian and bicycle access through the project site, which would ultimately reduce

existing conflicts between vehicles and pedestrians and cyclists. Providing safer pedestrian and bicycle access through the proposed project site is a main goal in the City General Plan, City's Bicycle and Pedestrian Master Plan, County Comprehensive Plan/LCP, and EGVCP. This would ultimately be a beneficial impact.

d) **Less than significant (CEQA Checklist a, City Thresholds TRA-1, TRA-3, and TRA-4, County Threshold d).** As discussed in impacts b and c, above, the proposed project would require partial lane and shoulder closures along Calle Real and SR 217 during construction. Vehicle travel lanes would be shifted from one side of SR 217 to the other as construction stages advance for the southern segment culvert. These would be temporary in nature and may increase emergency response times during construction; however, all roadways would remain open during construction of the proposed project. Any increase in emergency response times would cease upon construction completion. A Construction Period Emergency Access Plan would be prepared in coordination with the Santa Barbara County Fire Department, Santa Barbara County Sheriff's Department, and other law enforcement or emergency service providers within the area. Therefore, the proposed project's impact on emergency access would be less than significant, and no mitigation is required.

v. Cumulative Impacts

The proposed project would not increase roadway capacity, nor would the proposed project change land uses such that an increase in cumulative traffic would occur. No changes to the existing roadways would occur as a result of the proposed project, beyond conformance of the existing roadways with the multipurpose path access points.

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. If construction were to occur for these projects at the same time, lane closures or other traffic disruptions may occur. However, each project would provide a Staged Construction/Traffic Handling Plan and Construction Period Emergency Access Plan as part of each project-specific construction bid documents by the City, as well as mitigation measures to reduce project-specific impacts to VMT, safety hazards, and emergency access. While potential construction impacts may occur, the Staged Construction/Traffic Handling Plan and Construction Period Emergency Access Plan required for the proposed project, along with the minimization and mitigation measures required for nearby projects would reduce individual project impacts. Thus, the proposed project, in combination with past, present, and reasonably foreseeable projects, would be less than significant for construction related impacts.

The proposed project is identified in the City General Plan, City's Bicycle and Pedestrian Master Plan, County Comprehensive Plan/LCP, and EGVCP, as well as the SBCAG Regional Active Transportation Plan. The proposed project would have a beneficial use providing safer pedestrian and bicycle access through the proposed project site.

Therefore, the proposed project's contribution to the regionally significant transportation impacts is not considerable. Cumulative impacts would be less than significant.

vi. Mitigation Measures and Conditions

No mitigation measures are required for the proposed project.

vii. Residual Impacts

The proposed project would result in less than significant or no significant transportation impacts. The proposed project would result in no residual impacts to transportation with implementation of standard conditions of approval.

R. Tribal Cultural Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Tribal Cultural Resources — Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resource Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.	☐	☐	☒	☐

This section incorporates the analysis, findings, and recommendations in the *Historic Property Survey Report* with attached *Archaeological Survey Report, San Jose Creek Multipurpose Path Project – Northern Segment* and *Archaeological Survey Report, San Jose Creek Multipurpose Path Project – Southern Segment* (Dewberry 2022c). These reposed are also discussed in Section E, Cultural Resources, above. Due to confidentiality requirements, all archaeological reports are maintained in confidentiality at the City Planning and Environmental Review Department and may be accessed only upon a demonstrated need.

i. Existing Setting

A tribal cultural resource (TCR) is defined as a site, feature, place, cultural landscape, or sacred place or object that has cultural value to California Native American tribes. In order to be considered a TCR, the resource must be included in or determined eligible for inclusion in the California Register of Historical Resources (California Register) or is in included in a local register of historical resources. Pursuant to Public Resource Code (PRC) Section (§) 2107, a TCR is defined as either:

1. A site, feature, place, cultural landscape, sacred place, or object that has cultural value to California Native American Tribes that is included or determined to be eligible for inclusion in the California Register or a local register of historical resources.

2. A resource determined by the lead agency to be significant and is supported by substantial evidence.

3. A geographically defined cultural landscape that meets the criteria set forth in PRC §21074.

4. A historical resource described in PRC §21084.1, a unique archeological resource or "nonunique archaeological resource" described in PRC §21083.2 (g) and (h).

The CEQA Guidelines state that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their TCRs. Lead agencies shall consult with these tribes who respond in writing and requests the consultation within 30 days of receipt of the formal notification of the project (PRC §21080.3.1). Traditionally and culturally affiliated tribes of a project area may suggest mitigation measures, including, but not limited to, those recommended in §21084.3.

Evidence exists for the presence of humans in the Santa Barbara coastal area for thousands of years. At the time of this first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash Language. The Chumash have undergone over four hundred years of non-native contact, almost two hundred of them intensive. The original ethnographic inhabitants of Goleta Slough likely date back to at least 9,000 years. Early Spanish explorers documented various aspects of their culture, followed by Spanish Mission records in the late 1700s, and ethnographers and linguistic experts in the late 1800s to early 1900s, and finally archaeological work extending to the present. The project is situated in the Goleta Slough, which was a large estuary that was home to densely populated Chumash villages.

Record Search

In order to determine the location and nature of previously recorded cultural resources within or near the proposed project, a records search was performed at the Central Coast Information Center (CCIC), University of California, Santa Barbara. The confidential

record search of the proposed project's archaeological study area and ¼-mile radius for resources was conducted on May 30, 2019. The purpose of the records search was to (1) determine whether known cultural resources have been recorded within or adjacent to the proposed project; (2) assess the likelihood for unrecorded cultural resources to be present based on historical references and the distribution of nearby sites; and (3) develop a context for the identification and preliminary evaluation of cultural resources.

A sacred lands search request was submitted to the Native American Heritage Commission (NAHC) for the proposed project on May 13, 2019. The NAHC replied on May 30, 2019 regarding the proposed project southern segment and on June 3, 2019 regarding the proposed project northern segment. Both responses stated that the search was positive for sacred lands near the proposed project area and provided a list of Native American tribes who may have knowledge of these cultural resources. The NAHC was contacted again on May 19, 2022 requesting an updated search of their Sacred Lands File and an updated list of Native Americans that may have knowledge of the proposed project area. The NAHC responded on May 23, 2022 that the updated record search and list of Native Americans would take six to eight weeks to complete. No further communication from NAHC has been received at the time of the printing of this IS/MND.

Field Survey

An intensive archaeological field survey of the proposed project area was conducted on Wednesday, May 29, 2019. For the proposed project northern segment, the survey did not identify any midden soil, features, cultural constituents, or artifacts in the proposed project area. The staging area had many rodent burrows that exposed the underlying soils. A small shell fragment and glass fragment was observed in the rodent back dirt; however, no stained soils indicative of habitation was present. For the proposed project southern segment, the survey identified a sparse but wide-spread occurrence of non-archaeological shellfish from the dredging of the creek channels. No midden soil or artifacts were observed on the surface or in any of the creek banks.

Constraints to the survey include urban hardscape, dense vegetation, and restricted and fenced access of the proposed project area. Close attention was paid to rodent burrows and stream and channel cut banks which allowed visual access to the subsurface soils or the soil stratigraphy. During the survey, all areas that were not paved, and were accessible, were examined for the presence of shell fragments, debitage, fire cracked rock, flaked stone, and darkened soil associated with human occupation, historic glass shards, pottery, and other debris associated with non-native or ethnographic occupation of the area.

ii. Regulatory Setting

- National Historic Preservation Act (NHPA) of 1966, as amended
- First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the Advisory Council of Historic Preservation

(ACHP), the California State Historic Preservation Officer (SHPO), and the California Department of Transportation (Caltrans)
- 36 Code of Federal Regulations (CFR) 800
- Surface Transportation Project Delivery Program (23 United States Code [USC] 327)
- California Environmental Quality Act (CEQA)
- California Public Resources Code (PRC) 21074
- California Assembly Bill (AB) 52
- City of Goleta General Plan/Coastal Land Use Plan (City General Plan)
- Santa Barbara County Comprehensive Plan/Local Coastal Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)

iii. Thresholds of Significance

City of Goleta Thresholds

The proposed project would be considered to have a significant impact on tribal cultural resources if it were to cause a substantial adverse change in the significance of a tribal cultural resource as defined in the CEQA Guidelines Appendix G Checklist above.

Santa Barbara County Thresholds

Chapter 8 of the Santa Barbara County Environmental Thresholds and Guidelines Manual (2008, revised February 27, 2018) 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 previously described.

iv. Project Specific Impacts

a.i and ii) **Less than significant (CEQA Checklist ai and aii, City Thresholds same as CEQA Checklist, County Threshold for tribal cultural resources and CEQA Checklist)**. As mentioned above, the NAHC was contacted on May 13, 2019 requesting a search of their Sacred Lands File and a list of Native Americans that may have knowledge of the proposed project area. The NAHC replied on May 30, 2019, regarding the proposed project southern segment, and on June 3, 2019, regarding the proposed project northern segment, that the search was positive for sacred lands near the proposed project area and provided a list of Native American tribes who may have knowledge of these cultural resources.

Section 106 Tribal Consultation

The City, acting as lead CEQA agency and in coordination with the California Department of Transportation (Caltrans), acting as lead NEPA agency, mailed formal notification letters on December 7, 2019. Additional letters were mailed on November 11, 2020, with the proposed project description, location, and lead City contact to the Tribes listed by the NAHC that are culturally and traditionally affiliated with the proposed project area (Public Resources Code §21080.3.1(b)). To date, one response was received from Patrick Tumamait of the Barbareño/Ventureño Band of Mission Indians responded via phone conversation on November 19, 2020. He stated that the proposed project was located in areas considered sensitive for tribal resources and requested Native American monitoring during ground disturbing activities.

AB 52 Tribal Consultation

The City, acting as lead CEQA agency, mailed formal notification letters on December 6, 2019, electronically and by certified mail on December 7, 2019 with the proposed project description, location, and lead City contact to the Tribes listed below that are culturally and traditionally affiliated with the proposed project area (Public Resources Code §21080.3.1(b)). To date, only Mona Tucker of the yak tityu yak tiłhini -Northern Chumash Tribe has responded to consultation efforts and has declined further consultation.

Recorded Archaeological Sites

The redeposited archaeological material designated as Locus 2 of CA-SBA-45 (Locus 2) is mapped in the southernmost portion of the proposed project site; however, no darkened soil or dense surface archaeological materials were observed during the field survey. As previously described, an Extended Phase I exploration in the area of Locus 2 was conducted in support of the SR 217 Bridge Replacement Project over San Jose Creek in October 2015 (Dewberry, 2022c). Subsurface excavation included mechanical trenching, hydraulic continuous coring, hand auguring, and limited hand excavations. As no intact cultural deposits were identified, Phase II test excavations were not conducted. The report concluded that given the lack of integrity and the large temporal span of this deposit, it did not appear to be eligible for the National Register under any criteria (Dewberry, 2022c). The Office of Historic Preservation (OHP) concurred with this determination in January 2019.

Field Survey

No midden soil or artifacts were observed on the surface or in any of the creek banks. Native plants that may be important to contemporary Native Americans observed during the field survey include:

- Jimson weed (*Datura meteloides*) and Sagebrush (*Artemisia californica*) - used ritually and ceremonially.

- Willow (*Salix lasiolepis*) – branches used for framework of houses; medicinal.
- Cattail (*Typha sp.)* – young shoots eaten.
- Bulrush (*Scripus* spp.) – stems used for mats and house thatching.
- Juncus rush (*Juncus sp.)* – Stems used for basketry.

Tribal Cultural Resources

As discussed in the Section E, Cultural Resources, Locus 2, associated with CA-SBA-45 (Dewberry, 2022c), is mapped in the southernmost portion of the proposed project site; however, no darkened soil or dense surficial archaeological materials were observed during the field survey. Additionally, Locus 2 was identified and previously excavated. The likelihood of encountering archaeological deposits associated with Locus 2 is a possibility, although these deposits and are badly fragmented with unknown provenience and do not meet the criteria for eligibility for the National Register or California Register. No further investigation of the cultural material associated with Locus 2 would be necessary for this proposed project.

Locations of Chumash villages sites are known to exist in buried context in Goleta Slough and the surrounding area. Given the overall cultural sensitivity of the site, as demonstrated by the number of recorded sites in proximity to the project site and consultation with Native American groups, there is the potential that unknown cultural resources, including TCRs, could be encountered during grading and ground disturbance.

Impacts are considered significant but mitigable with pre-construction training of the construction personnel, and tribal monitoring as required in the following City condition of approval.

- The Contractor will retain the services of a City approved archeologist and Native American tribal representative to conduct project monitoring by accomplishing the following tasks:

    - The City approved archeologist and Native American tribal representative will advise the contractor during a preconstruction meeting and training of potentially significant cultural resources and require protection and avoidance;
    - An archaeological monitor and a Native American monitor will observe all natural-ground disturbing construction activities; and
    - There will be a Native American tribal representative during all project excavation of natural ground.

In addition, the proposed project would comply with existing federal, State, and local policies and regulations requiring that work be stopped in the event that cultural materials are uncovered during grading (refer to Section E, Cultural Resources). The proposed project would result in a less-than-significant impact on tribal cultural resources.

v. Cumulative Impacts

In general, cumulative impacts to tribal cultural resources would occur when a series of actions leads to the loss of a substantial type of site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. The City General Plan and County Comprehensive Plan/LCP contain policies requiring project design avoid impacts to significant cultural resources to the extent feasible. Since the proposed project would not significantly impact tribal cultural resources, it would not have a cumulatively considerable effect on the City's tribal cultural resources. The proposed project would implement the City's condition of approval and would comply with existing federal, State, and local policies and regulations. Therefore, impacts of the proposed project would not have the potential to combine with impacts from past, present, or reasonably foreseeable projects to result in a cumulative impact. Cumulative impacts are considered less than significant with the implementation of mitigation measures.

vi. Mitigation Measures and Conditions

No mitigation measures are required for the proposed project.

vii. Residual Impacts

With compliance with CEQA guidelines, health and safety codes, the Public Resources Code, and the City's conditions of approval, residual project impacts on tribal cultural resources during construction would be less than significant. If tribal cultural resources or human remains are identified, work within the area would be stopped and the federal, State, and local guidelines and regulations and would be followed, and the City's conditions of approval would be implemented.

S. Utilities and Service Systems

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Utilities and Service Systems – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relation of which could cause significant environmental effects?	☐	☐	☒	☐

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

i. Existing Setting

Fire Protection

The City of Goleta receives fire protection and related services from the Santa Barbara County Fire Department, a regional agency providing service to 1,441 square miles of unincorporated and incorporated territory and an estimated population of 165,000 people. Services are provided through six fire stations in the Goleta Valley area, including three stations located within City boundaries. Most of Goleta falls within a 5-minute response time from existing fire stations, although the western edge of the City and some northern neighborhoods may experience a longer response time.

Water Supply

The Goleta Water District (GWD) is the water purveyor for the City of Goleta and surrounding areas. The GWD service area is located in the southern portion of Santa Barbara County with its western border adjacent to the El Capitan State Park, its northern border along the foothills of the Santa Ynez Mountains and the Los Padres National Forest, the City of Santa Barbara to the east, and the Pacific Ocean to the south. The service area encompasses approximately 29,000 acres and includes the City of Goleta, University of California, and Santa Barbara Airport (City of Santa Barbara property); the remainder of the service area is located in the unincorporated County of Santa Barbara. GWD provides water service to approximately 86,946 people through a distribution

system that includes over 270 miles of pipeline, as well as eight reservoirs ranging in individual capacity from 0.3 million gallons to over 6 million gallons, with a total combined capacity of approximately 20.2 million gallons.

Wastewater Treatment

Two separate special districts, Goleta Sanitary District (GSD) and Goleta West Sanitary District (GWSD), provide wastewater collection, treatment, and disposal services to the Goleta Valley and territory within the City. GWSD serves the western portion of the City with a collection system only. The eastern portion of the City is served by GSD, which collects, treats, and disposes all wastewater, including wastewater received from GWSD. The GSD treatment plant, located adjacent to the City and Santa Barbara Municipal Airport on William Moffett Place, has a capacity of 9.7 million gallons per day (based on average daily flow) but is currently limited to a permitted discharge of 7.64 million gallons per day. Disposal of treated effluent is by ocean outfall offshore from Goleta Beach. The plant currently operates under a National Pollutant Discharge Elimination System (NPDES) permit issued by the U.S. Environmental Protection Agency (U.S. EPA) with concurrence by the Central Coast Regional Water Quality Control Board. Although the NPDES permit calls for all wastewater to undergo at least secondary treatment, GSD has obtained a waiver from full secondary treatment under Section 301(h) of the federal Clean Water Act.

Solid Waste

The County of Santa Barbara owns and operates (through its Public Works Department) the Tajiguas Landfill as well as the South Coast Recycling and Transfer Station. The management of solid waste by the County's Public Works Department includes collection, recycling, disposal, and mitigation for illegal dumping. Within the City of Goleta, collection services are provided by Marborg Industries. Waste generated in the City of Goleta is handled at the South Coast Recycling and Transfer Station where recyclable and organic materials are sorted. The remaining solid waste is disposed of at the Tajiguas Landfill. The Tajiguas Landfill is the only active landfill in Santa Barbara County. The landfill encompasses 497 acres, with a permitted operational area of 357 acres. Of this, the total permitted waste footprint is 118 acres for a capacity of 23.3 million cubic yards. The Tajiguas landfill is permitted to accept up to 1,500 tons of municipal solid waste and yard waste per day. Based on current waste disposal rates, the landfill will reach permitted capacity in approximately 2036, based on current projections of materials delivery to the landfill and assuming timely completion and expected performance of the Tajiguas Resource Recovery Project (TRRP) that would increase waste diversion (e.g., compost and recycling) rates. The landfill is classified as a Class III (nonhazardous solid waste) disposal facility.

ii. Regulatory Setting

- Clean Water Act (CWA)
- Safe Drinking Water Act
- California Water Code Section 13260

- California Department of Resources Recycling and Recover (CalRecycle) Regulations
- City General Plan/Coastal Land Use Plan (City General Plan)
- County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)

iii. Thresholds of Significance

City of Goleta Thresholds

A significant impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist.

Santa Barbara County Thresholds

A project is considered to result in significant impacts to landfill capacity if it would generate 40 tons per year of solid waste (operational). This volume represents 5 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 new construction, remodels and demolition/rebuilds is considered significant if it exceeds 350 tons. A project which generates between 40 and 196 tons per year of solid waste is considered to have an adverse cumulative effect on solid waste generation, and mitigation via a Solid Waste Management Plan is recommended.

Water supply thresholds include a requirement for 750 gallons per minute (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).

For all other utilities, a project would be expected to have a significant impact on utilities if the proposed project resulted in any of the impacts noted in the above CEQA Guidelines Appendix G Checklist.

iv. Project Specific Impacts

a) **Less than significant (CEQA Checklist a, City and County Thresholds same as CEQA Checklist).** The proposed project would relocate four existing streetlights located near the tie in of the proposed project at Calle Real and one existing storm drain located on the north side of Calle Real. In addition, there are various existing utilities within the proposed project limits which would be protected in place. The utilities within the southern segment of the proposed project area include storm drain, gas lines, water lines, and overhead utilities, which all cross SR 217. Near South Kellogg Avenue, overhead utilities, along with a high-pressure gas line and an abandoned 24-inch storm drain, cross SR 217. As the proposed project moves further towards the south end, there is a 2-inch water line, a 15-inch and 30-inch sewer line, and an abandoned 24-inch storm drain crossing under SR 217. Located further south is another electric overhead line, a 2-inch abandoned gas

line, and a 24-inch storm drain with four inlets. Typical depths range between 3 to 8 feet; however, the exact depths of the underground utilities are currently unknown.

Operations would be similar to existing conditions upon construction completion. The proposed project would result in an increase of impervious surfaces from the multipurpose path, which could cause an increase in surface water runoff leaving the proposed project site. Modifications to the existing drainage features, including culvert extensions, would be conducted to make them suitable and to handle the small incremental increase in runoff. The proposed project would not generate wastewater nor increase water demand and, therefore, would not require the construction of additional wastewater or water treatment facilities. Operations of the proposed project would not increase the demand for water, electrical power, natural gas, or other telecommunication facilities. Lighting would be placed within the culvert where the proposed project would cross under SR 217; however, these would be solar powered lights and would not generate increased need for electrical utilities. Thus, the proposed project would not require the expansion or construction of new facilities. Operation impacts would be less than significant, and no mitigation measures are required.

Non-potable water use would be required for fugitive dust control during project construction. See the Section C, Air Quality, for more information regarding fugitive dust control BMPs. Water supplies during construction are typically trucked to the site from outside sources that supply water for construction activities. This use of water would occur during the construction period and would cease upon construction completion.

Potable water would be required during construction for workers. Typically, potable water is brought to the site in bottles or other potable water vessels. Water use at the proposed project site would cease upon completion of construction. No new or expanded water facilities would be required. During construction, port-a-potties are typically used at construction sites; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; thus, the proposed project would not increase wastewater service demand during construction. No new or expanded facilities would be required. The proposed project would not result in the need for new or expanded water, wastewater treatment, or other utility facilities. Impacts from the proposed project would be less than significant. No mitigation is required.

b) **No impact (CEQA Checklist b, City Threshold same as CEQA Checklist, County Threshold for water supply).** The proposed project is a multipurpose path to connect areas north of Calle Real and U.S. Route (US) 101 with the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). No permanent water demand would result from the proposed project. Short-term (construction) demand for small volumes of non-potable and potable water would be used daily as needed by the contractor for dust suppression and for construction worker consumption, respectively, during project construction. This use of water would occur during the construction period of the proposed project and would cease upon construction completion. Therefore, there is no long-term impact to local

water supplies. No impact would occur to existing water supplies, and no mitigation is required.

c) **No impact (CEQA Checklist c, City and County Thresholds same as CEQA Checklist).** The proposed project is a multipurpose path to connect areas north of Calle Real and U.S. Route (US) 101 with the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). No restrooms are proposed as part of the proposed project. The proposed project would not generate wastewater; thus, it would not require wastewater treatment services. During construction, portable toilets would be used by construction workers; however, they are operated by private companies that provide cleaning services and are removed once construction is completed. Thus, construction of the proposed project would not generate and increase in wastewater service demand. Therefore, there is no impact, and no mitigation measures are required.

d) **Less than significant (CEQA Checklist d, City Threshold same as CEQA Checklist, County Threshold for solid waste).** The proposed project is a multipurpose path to connect areas north of Calle Real and U.S. Route (US) 101 with the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). The proposed project operations would not generate substantial amounts of solid waste beyond trash that multipurpose path users may inadvertently drop on the route. Trash cans would not be provided by the proposed project; however, there are existing trash receptacles located throughout the City and County, that are located in close proximity to the proposed project site. These include Armitos Park, Jonny D. Wallis Neighborhood Park, Goleta Beach Park, and existing public transit stops at Kellogg Avenue/Calle Real and Hollister Avenue/South Kellogg Avenue. Impacts are considered less than significant, and no mitigation is required.

The proposed project involves primarily grading and installation of retaining walls, a multipurpose bridge over San Jose Creek, and a culvert under State Route (SR) 217. Where the proposed project ties into Calle Real, the existing multipurpose path on the south side of Armitos Avenue, the existing sidewalk at South Kellogg Avenue, and at the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route) on the southern end, existing concrete and asphalt to be removed would be demolished and properly disposed of offsite. Heavy equipment would be required to demolish and remove such features. Drainage features would be protected from contamination, and debris generated by the demolition would be removed from the site. There is no demolition of any building structures associated with the proposed project or other elements that would generate substantial solid waste. The proposed project would generate short-term temporary volumes of solid waste during construction phase that would be below the County threshold of 350 tons per year. The local Tajiguas landfill has sufficient capacity to accept the small volume of debris temporarily generated by the proposed project during construction. Therefore, impacts are less than significant, and no mitigation is required.

e) **No impact (CEQA Checklist e, City Threshold same as CEQA Checklist, County Threshold for solid waste)**. The proposed project is a multipurpose path to connect

areas north of Calle Real and U.S. Route (US) 101 with the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route). The proposed project is identified in the City General Plan, the City's Bicycle and Pedestrian Master Plan, the County Comprehensive Plan/LCP, and the EGVCP. As discussed under question d, above, the proposed project would not generate substantial amounts of solid waste. In addition, the contractor would be required to comply with federal, State, and local waste management and reduction statutes and regulations. Therefore, the proposed project would not conflict with statutes and regulations related to solid waste.

v. Cumulative Impacts

Proposed project contributions to cumulative impacts on the water supply, sewage treatment capacity, and storm drain systems would be less than significant based on the above analysis. The anticipated solid waste flow generated by the proposed project's operation would not increase over the existing amount. Any increase in the solid waste stream in excess of one (1) percent of that estimated in the Santa Barbara County Source Reduction and Recycling Element (SRRE) would be an adverse contribution to cumulative impacts on the Tajiguas Landfill due to its very limited remaining capacity. In addition, pursuant to the City's Thresholds Manual, any project generating more than 40 tons/year after receiving a 50 percent credit for source reduction and recycling would pose an adverse contribution to cumulative impacts on landfill capacity.

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. All projects would be required to implement BMPs and project-specific mitigation to reduce water, wastewater, and solid waste demands during construction. The proposed project's contribution to the water and wastewater demands is not considerable and is therefore less than significant. In addition, as discussed above, the proposed project's generation of solid waste would be minimal during construction and would cease upon completion of the proposed project. With standard conditions of approval, the estimated project generation rate is well below the City threshold of 40 tons per year and as such, project contributions to cumulative solid waste flow would be less than significant. Thus, the proposed project, in combination with past, present, and reasonably foreseeable projects, would not contribute to cumulative demands on utilities and service systems. Therefore, cumulative impacts are considered less than significant.

vi. Mitigation Measures and Conditions

No mitigation measures are required for the proposed project.

vii. Residual Impacts

The proposed project would result in less than significant or no significant utilities and service systems impacts. The project would result in no residual impacts to utilities and service systems with implementation of standard conditions of approval.

T. Wildfire

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Wildfire – If located in or near sate responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☒	☐	☐

i. Existing Setting

The California Department of Forestry and Fire Protection (CAL FIRE) identifies the project site and vicinity as being located in an urban unzoned fire hazard severity zone (CAL FIRE, 2007 and 2008). **Figure T-1** shows the County's designated Fire Hazard Severity Zones on the proposed project area and in the immediate vicinity. As depicted, the project site is located in a Local Responsibility Area (LRA) and includes urban unzoned severity classification. Classification of a zone as moderate, high, or very high fire hazard is based on a combination of how a fire will behave and the probability of flames and embers threatening buildings. Urban areas are treated differently in the model, but the model does recognize the influence of burning embers traveling into urban areas, which is a major cause of fire spread. The nearest moderate, high, or very high fire hazard zone is classified as moderate and is located approximately 1.4 miles east of the proposed project. Weather is the most influential component affecting wildfire. Specific weather events can occur that drastically alter the normally temperate Santa Barbara coastal plain climate to create

catastrophic wildfire conditions. The winds that create extreme wildfire conditions in the project vicinity, and greater Santa Barbara area, are known as the "Santa Ana" winds.

Through a contract, Santa Barbara County Fire Department (SBCFD) provides fire protection for the City of Goleta. The SBCFD serves a large area encompassing approximately 2,700 square miles. There are four fire stations that serve the Goleta area located at 4570 Hollister Avenue, 5330 Calle Real, 381 Storke Road, 320 Los Carneros Road. The fire station closest to the proposed project is Santa Barbara County Fire Station 12, located at 5330 Calle Real, north of the northern segment. The proposed project falls within a 5-minute response time from existing fire stations.

ii. Regulatory Setting

- National Weather Service (NWS) Red Flag Warnings
- National Incident Management System (NIMS)
- California Coastal Act
- California Strategic Fire Plan
- City General Plan/Coastal Land Use Plan (City General Plan)
- City of Goleta Community Wildfire Protection Plan (CWPP)
- County of Santa Barbara Comprehensive Plan/Coastal Land Use Plan (County Comprehensive Plan/LCP)
- Eastern Goleta Valley Community Plan (EGVCP)
- SBCFD Guidelines

iii. Thresholds of Significance

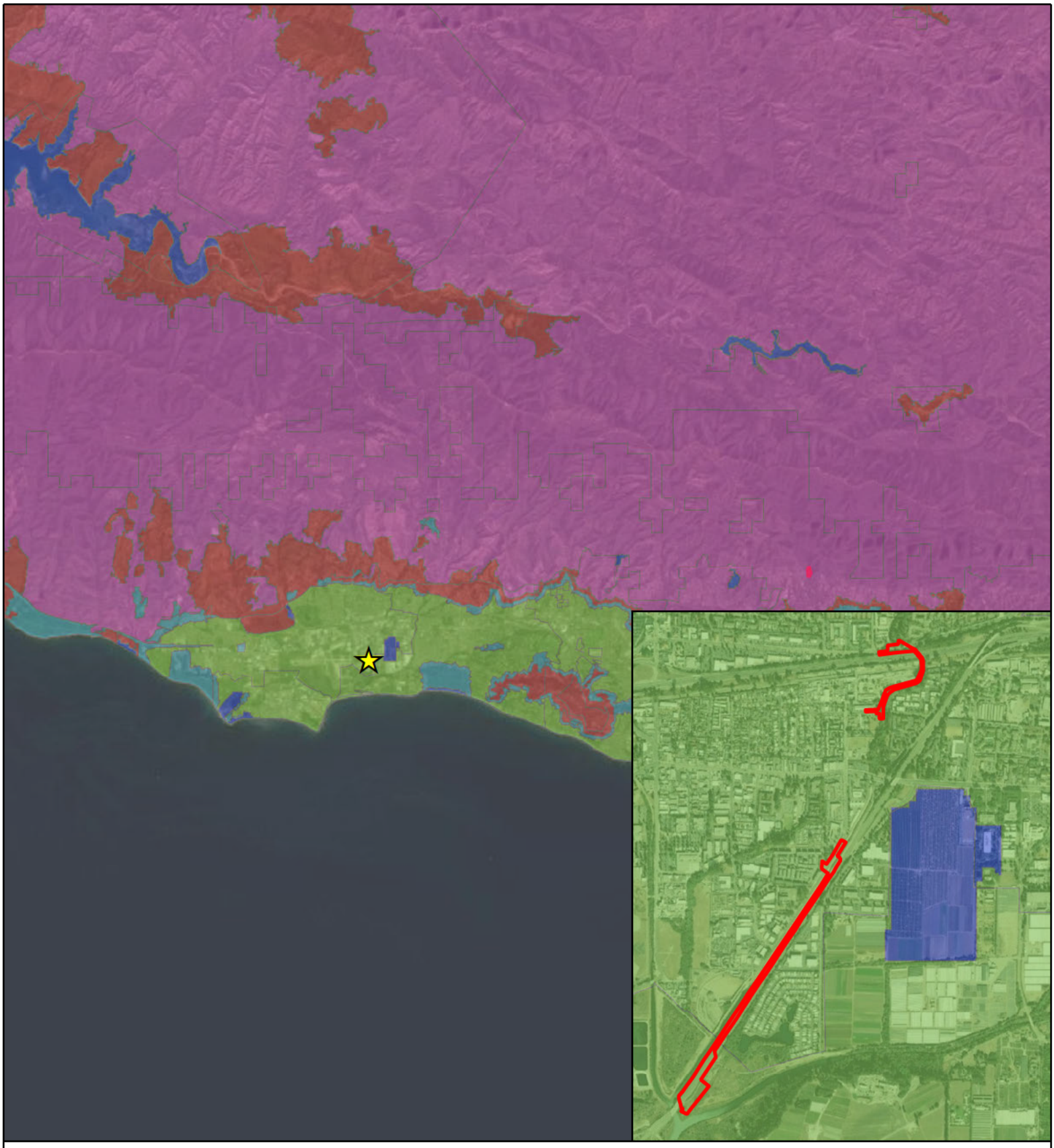
City of Goleta Thresholds

A project would have a significant impact if it is near a state responsibility area (SRA) or lands classified as very high fire hazard severity zones, if a project were found to cause an impact defined in the above CEQA Guidelines Appendix G Checklist.

Santa Barbara County Thresholds

There are no thresholds of significance for wildfire specifically. The following SBCFD standards are applied in evaluating impacts associated with proposed development as it relates to SBCFD services:

- The emergency response thresholds include SBCFD staff standards of one on-duty firefighter per 4,000 persons (generally 1 engine company per 12,000 people, assuming three firefighters/station). The emergency response time standard is approximately 5-6 minutes.



Legend

- Project Location
- Project Impact Area

Fire Hazard Severity Zones (LRA)

- Very High
- High
- Moderate
- Non-Wildland/Non-Urban
- Urban Unzoned

Dewberry

N

0 1.25 2.5 5 Miles

Source: ESRI Online Basemap Aerial Imagery
Coordinate System NAD 83
State Plane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only

San Jose Creek Multipurpose Path Project
City of Goleta, Santa Barbara County, CA

Local Responsibility Area
Fire Hazard Severity Zones

Figure T-1

- The ability of the County's engine companies to extinguish fires (based on maximum flow rates through handheld line) meets state and national standards assuming a 5,000 square foot structure. Therefore, in any portion of the SBCFD's response area, all structures over 5,000 square feet are an unprotected risk (a significant impact) and therefore should have internal fire sprinklers.

iv. Project Specific Impacts

a) **Less than significant (CEQA Checklist a, City Threshold same as CEQA Checklist, County Threshold for emergency response times and staff).** For a discussion regarding impacts to the emergency service providers, such as SBCFD, Santa Barbara County Sheriff's Office, City police, please refer to Section O, Public Services.

The proposed project would construct a new 1.4-mile section of multipurpose path, bicycle/pedestrian bridge, undercrossings, and culvert along San Jose Creek. According to CAL FIRE, the proposed project is located in an "urban unzoned" fire hazard severity zone and an LRA. The proposed project would improve the active transportation network in the City and County, and would not hinder continued use of Calle Real, US 101, SR 217, or South Kellogg Avenue. The proposed project would not increase capacity along any of the adjacent roadways that could increase traffic and congestion. The proposed project would not impair an adopted emergency response plan or emergency evacuation plan, as operations on Calle Real, US 101, and SR 217 would remain the same as existing conditions. Therefore, the proposed project would have no impact to emergency response plans or emergency evacuation plans upon the completion of construction.

During construction, adjacent roadways and bicycle and pedestrian facilities would remain open. Lane closures would be necessary along Calle Real and SR 217; however, lane closures would be temporary in nature and would cease upon construction completion. Construction traffic control is not anticipated to significantly interfere with an emergency response plan or emergency evacuation plan. The proposed project would be coordinated with the SBCFD, Santa Barbara County Sheriff's Office, and other law enforcement or emergency services providers within the area. The proposed project would have a less than significant impact, and no mitigation is required.

b, c) **Less than significant (CEQA Checklist b and c, City Threshold same as CEQA Checklist, County Threshold for emergency response times and staff).** The proposed project would construct a new multipurpose path adjacent to San Jose Creek. The proposed project would connect to the existing active transportation network within the City and the County, and operations would be similar to those of the existing bicycle and pedestrian paths. The proposed project site slope, prevailing winds, and other factors that exacerbate wildfire risks and expose the proposed project site and surrounding area to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire would be similar to existing conditions upon construction completion. Therefore, the proposed project would have no impact in this regard.

Construction activities involving vehicles, heavy machinery, and personnel smoking at the proposed project site could result in the ignition of a fire. During construction, heavy equipment and passenger vehicles driving on vegetated areas prior to clearing and grading could increase the risk of fire. Heated mufflers and improper disposal of cigarettes could potentially ignite surrounding vegetation. Proposed Project coordination between the City and County, the payment of City and County fees, and the implementation of BMPs would reduce the potential for construction activities to result in severe fires. Impacts would be less than significant, and no mitigation is required.

d) **Less than significant with mitigation (CEQA Checklist d, City Threshold same as CEQA Checklist, no applicable County Threshold).** The proposed project would construct a multipurpose path, in two distinct segments, in order to connect the active transportation network within the City and County. Upon construction completion, operations on the adjacent roadways would remain the same as pre-construction conditions, and new operations would include active transportation opportunities along San Jose Creek. The proposed project would not construct habitable structures. The proposed project would not increase stormwater runoff, result in drainage pattern changes, or result in a population increase that would ultimately expose people or structures to significant risk (refer to Section J, Hydrology and Water Quality, for details). During construction, workers would be present onsite; however, this increase in workers would be temporary in nature as it would last approximately 12 months. The risks associated with runoff, slope instability, and drainage changes within the proposed project site during construction would be mitigated by **Mitigation Measure BIO-2**, which involves standard construction best management practices (BMPs) and the creation of a Storm Water Pollution Prevention Plan (SWPPP) in order to manage runoff, slope instability, and drainage changes. Therefore, the proposed project would have a less than significant impact with mitigation measures incorporated.

v. Cumulative Impacts

Cumulative projects are discussed in Section 11, under the subheader Other Projects in the Vicinity. Cumulative development projects are listed in Appendix B, and cumulative transportation projects are described in Appendix C. The proposed project would not combine with past, present, and reasonably foreseeable projects in the area. While potential impacts may occur, the mitigation measures required for this proposed project, along with payment of City and County fees, BMPs, and minimization and mitigation measures required for the nearby projects would reduce individual project impacts. Thus, the proposed project, in combination with past, present, and reasonably foreseeable projects, would be consistent with the City General Plan, County Comprehensive Plan/LCP, EGVCP, and the City of Goleta CWPP in implementing the wildfire prevention policies. Therefore, impacts of the proposed project would not have the potential to combine with impacts from past, present, or reasonably foreseeable projects to result in a cumulative impact. Cumulative impacts are considered less than significant with the implementation of mitigation measures.

vi. Mitigation Measures and Conditions

Implement **Mitigation Measure BIO-2**, as described in Section D, Biological Resources.

vii. Residual Impacts

The proposed project would result in less than significant or no significant wildfire impacts. The proposed project would result in no residual impacts to wildfire with implementation of standard conditions of approval and adherence to City, County, and Caltrans regulations, standards, and conditions.

U. Mandatory Findings of Significance

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Mandatory Findings of Significance –				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) 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)?	☐	☒	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) **Less than significant with mitigation**. The information in the Section D, *Biological Resources*, of this Initial Study/Mitigated Negative Declaration (IS/MND) analyzes the potential effects of the proposed project on biological resources, including habitats, special-status plant species, and special-status wildlife species, including tidewater goby and southern California steelhead, as well as nesting birds and raptors. Section D, *Biological Resources*, requires the implementation of mitigation measures. The impacts would be less than significant with the incorporation of the Mitigation Measures. The information in Section E, *Cultural Resources*, and Section R, *Tribal Cultural Resources*, of this study analyze possible proposed project effects on cultural and tribal cultural resources including the possibility of human remains. Section E, *Cultural Resources*, and Section R, *Tribal Cultural Resources*, determined that impacts would be less than significant, and no mitigation is required.

b) **Less than significant with mitigation.** The proposed project is a multipurpose path that would provide recreation and commuting connections within the active transportation network between the City of Goleta (City) and Santa Barbara County (County), as identified in the City General Plan/Coastal Land Use Plan (City General Plan), City's Bicycle and Pedestrian Master Plan, Santa Barbara County Comprehensive Plan/Local Coastal Plan (County Comprehensive Plan/LCP), and the Eastern Goleta Valley Community Plan (EGVCP), as well as the SBCAG Regional Active Transportation Plan. This initial study has identified potential impacts in the areas of aesthetics, biological resources, cultural resources, paleontological resources (under geology and soils), hazards, hydrology and water quality, noise, tribal cultural resources, and wildfire that individually are limited and require mitigation to ensure that the impacts would be reduced to a less than significant level both incrementally and cumulatively. Each resource within this IS/MND evaluates the proposed project impacts as well as the proposed project's incremental effects on cumulative impacts. The proposed project approval is conditioned upon implementation of these mitigation measures that avoid incremental effects. Therefore, with mitigation incorporation, cumulative impacts are less than significant.

c) **Less than significant with mitigation.** The proposed project would not cause substantial adverse effects on human beings. As discussed in Sections A through T, above, and specifically regarding air quality, geology and soils, hazards, noise, public services, utilities and service systems, and wildfire, the potential impacts to human beings would be mitigated to a less than significant level. Therefore, impacts on human beings would be less than significant with the incorporation of mitigation measures, where required.

16. List of Preparers and Reviewers

This Draft IS/MND was prepared by Dewberry in cooperation with the other members of the environmental study team. Dewberry was responsible for project management and Draft IS/MND preparation. The Draft IS/MND technical team and other environmental study team members provided technical expertise, as presented below.

CEQA Lead Agency

Teresa Lopes ..... Project Engineer
Laura Bridley ..... Contract City Planner

Dewberry

Project Manager ..... Jose Silva, P.E.
Senior Engineer ..... Miguel Ramirez, P.E.
Environmental Project Manager ..... Christa Redd
QA/QC Manager ..... Leslie Haglan
Senior Environmental Planner ..... Doug Brewer
Senior Biologist/Senior Environmental Planner ..... Lindsay Tisch
Cultural Resources Specialist/Senior Environmental Planner ..... Jennifer Hildebrandt
Environmental Planner/Biologist ..... Allison Piazzoni
Environmental Planner/GIS ..... Courtney Van Winkle

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APPENDIX A – LIST OF TECHNICAL STUDIES

The following technical studies were used in the preparation of this document are available upon request. For copies of these documents, please contact:

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Contract Planner
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Please note that any studies documenting known and potential cultural resources in the proposed project area will not be made available to the public to protect Native American tribal rights and interests.

- Initial Site Assessment for San Jose Creek Multipurpose Path Project – Northern Segment (2022)
- Initial Site Assessment for San Jose Creek Multipurpose Path Project – Southern Segment (2022)
- Air Quality Technical Memorandum for San Jose Creek Multipurpose Path Project Northern Segment (2022)
- Air Quality Technical Memorandum for San Jose Creek l Multipurpose Path Project – Southern Segment (2022)
- Natural Environment Study for San Jose Creek Multipurpose Path Project – Northern Segment (2022)
- Natural Environment Study for San Jose Creek Multipurpose Path Project – Southern Segment (2022)
- Water Quality Assessment Report for San Jose Creek Multipurpose Path Project – Northern Segment (2022)
- Water Quality Assessment Report for San Jose Creek Multipurpose Path Project – Southern Segment (2022)
- Historic Property Survey Report (2022) which includes:
    - Archaeological Survey Report, San Jose Creek Multipurpose Path Project – Northern Segment (2022)
    - Archaeological Survey Report, San Jose Creek Multipurpose Path Project – Southern Segment (2022)
- Noise Impact Technical Memorandum San Jose Creek Multipurpose Path Project – Northern Segment (2022)
- Noise Impact Technical Memorandum San Jose Creek Multipurpose Path Project – Southern Segment (2022)
- Visual Impact Assessment Memorandum for San Jose Creek Multipurpose Path Project – Southern Segment (2022)
- Visual Impact Assessment Memorandum for San Jose Creek Multipurpose Path Project – Northern Segment (2022)
- Preliminary Geotechnical Memorandum for San Jose Creek Multi-Purpose Bike Path (Northern Segment) (2020)
- Preliminary Geotechnical Memorandum for San Jose Creek Multi-Purpose Bike Path (Southern Segment) (2020)

APPENDIX B – CUMULATIVE DEVELOPMENT PROJECTS

City of Goleta Cumulative Projects List (Updated February 25, 2021)

Case #	Project	Address	APN	Land Use	Parcel Size (acres)	Project Description	Planner	Status	Adjacent to creek or tributary?	ESHA Setback Reduction Requested or Approved?
PROJECTS UNDER CONSTRUCTION										
18-093-DPRV-DRB	Cox Communications Building	22 South Fairview Avenue	071-021-001; -044	Commercial/ Industrial	2.31	Removal of two buildings, and the construction of a new 6,519 square foot Telecommunications building.	M. Chang	Under Construction	No	N/A
09-140-DP (17-023-DPAM)	Cortona Apartments	6830 Cortona Drive	073-140-016	Residential	8.82	176 residential units.	M. Chang	Under Construction	No	N/A
10-083-LUP, 12-165-LUP, & CDP No. E-02-024-A3	Beach Hazards Removal	N/A	079-200-012, -013, 079-210-059, -069, -013, -014, &, -015,	Visitor Serving/ Passive & Active Open Space	N/A	Removal of remnant oil and gas infrastructure hazards along City coastline.	A. Newkirk	Under Construction	No	No
MOU Agreement No. 2018-081	PRC 421 Piers	Pacific Ocean- Intertidal Zone.	079-210-059	Open Space- Active Recreation	192.93	Plug and abandon 2 existing oil wells.	J. Ritterbeck	Plugging Complete, Abandonment Forthcoming	No	TBD
MOU Agreement No. 2018-081	Platform Holly Decommissioning	Pacific Ocean- 2 miles from shore.	N/A	N/A	N/A	Plug and abandon 32 existing oil wells.	J. Ritterbeck	In Progress	No	No
04-226-TM, -DP	Citrus Village	7388 Calle Real	077-490-043	Residential	1.02	10 residential units.	C. Noddings	Under Construction	No	No
14-026-GPA, -RZ, -VTM, -DP	Winslowe (Formerly Old Town Village)	South Kellogg Avenue	071-130-02	Residential and Commercial	12.31	Mixed Use of 175 townhomes with shopkeeper/live work units.	M. Chang	Under Construction	Yes	Yes
19-031-PCR-RV-OSP (Previously 16-164-PCR-OSP)	Cabrillo Business Park, Lot 9	301 Coromar Drive	073-210-027	Office/Light Industrial	3.12	New 44,924-sf building within Cabrillo Business Park.	D. Mimick	Under Construction	No	No
19-120-PCR-RV-OSP (Previously 16-162-PCR-OSP)	Cabrillo Business Park, Lot 6	6765 Navigator Way	073-610-025	Office/Light Industrial	1.27	New 16,750-sf building within Cabrillo Business Park.	D. Mimick	Under Construction	No	No
19-123-PCR-RV-OSP (Previously 16-163-PCR-OSP)	Cabrillo Business Park, Lot 7	6759 Navigator Way	073-610-026	Office/ Light Industrial	2.11	New 31,584-sf building within Cabrillo Business Park.	D. Mimick	Under Construction	No	No
18-152-GPA, -RZ, LLA, -DPRV	Hollister Village Apartments	7000 Hollister Avenue	073-030-	Residential	1.84	27 Apartments and Park	M. Chang	Under Construction	No	No
15-107-DPRV-DRB	Site Improvements	130 Robin Hill Road	073-050-015	Industrial (Business Park)	3.00	768-sf elevator addition, and 314-sf addition to rear of building, plus a 1,100-sf new building.	B. Hiefield	Under Construction	No	No
12-091-DP	Cottage Medical Office Building	454 S. Patterson Avenue	065-090-013	Commercial	8.00	20,000 sf net new medical/dental office building.	B. Hiefield	Approved (Time Extension approved 1/13/20- 19-013-TEX)	No	No
09-133-DP; 15-177-LUP; 18-126- SCD-LUP; 19-111-PCR	Security Paving (former Highway Recycling)	909 South Kellogg Avenue	071-190-034	Industrial	11.71	Concrete and asphalt recycling facility with temporary and permanent equipment. Includes creek/SPA restoration, fencing, landscaping, trash enclosure, retaining wall, and drainage improvements.	L. Prasse/C. Noddings	Under Construction	Yes	Approved.

City of Goleta Cumulative Projects List (Updated February 25, 2021)

Case #	Project	Address	APN	Land Use	Parcel Size (acres)	Project Description	Planner	Status	Adjacent to creek or tributary?	ESHA Setback Reduction Requested or Approved?
APPROVED PROJECTS (NOT CONSTRUCTED)										
13-039-CUP	Ellwood Mesa Coastal Trails and Habitat Restoration Project	NA	079-210-024, -069, -015, -014, -013, -072, -071, -70	Open Space-Passive Recreation	252.00	Improve 7.1 miles of trails, improve 3 drainage crossings, improve 2 beach access points, and 13 acres of habitat restoration.	J. Ritterbeck	Approved by Coastal Commission	Yes	No. (Trails & Habitat Restoration allowed in ESHA)
17-089-EMP	Ellwood Tree Safety Emergency Permit and Ellwood North Restoration	N/A	079-210-069	Open Space-Passive Recreation	136.60	Emergency Tree Removal for safety reasons by habitat enhancements in monarch butterfly aggregation sites.	A. Wells	Approved by Coastal Commission	Yes	No
15-145-CUP	NRG Battery Storage	30 Las Armas Road	079-210-003	Utility	1.50	Install 1 new 500KW battery storage system.	A. Wells	Approved (Waiting for approval by SCE)	No	No
16-161-PCR-OSP	Cabrillo Business Park, Lot 5	6789 Navigator Way	073-610-024	Office/Light Industrial	1.93	New 23,882-sf building within Cabrillo Business Park.	D. Mimick	Approved	No	No
18-118-PCR-OSP	Pacific Beverage at Cabrillo Business Park	355 Coromar Drive	073-610-036	Industrial	7.60	98,780 sf warehouse/office building.	D. Mimick	Approved	No	No
19-032-DPAM	Kellogg Crossing Self Storage (Formerly Schwan Self Storage)	10 South Kellogg Avenue	071-090-082	Industrial	2.06	New 136,067 SF self storage facility containing 1,043 units.	B. McNulty/M. Chang	Approved	Yes	Yes
16-002-DPRV	Bacara Beach House Relocation	8301 Hollister Avenue	079-200-013, 079-200-012	Resort / Visitor Serving	39.17	Demolition of existing beach house and relocating/constructing new beach house.	M. Chang	Approved by the City; pending California Coastal Commission action	No	Yes
15-063-DP-DRB	Fuel Depot	180 N. Fairview Avenue	069-110-054	Commercial	0.28	2,396 sf convenience store. No changes to existing fueling stations or canopy.	D. Mimick	Approved	No	No
18-031-CUPAM,-DP-DRB; 20-0003-SCD	New 7,390-sf Synagogue	6045 Stow Canyon Road	077-140-044	Design Residential	3.29	New 7,390 SF Synagogue and 841 SF storage building, with sanctuary, event hall, office spaces, and kitchen. Revised parking, landscaping, and hardscaping also included.	C. Noddings	Approved	Yes	No
18-032-TPM-DP	Log Me In Parcel Map	7414 and 7418 Hollister Avenue	079-210-065	Industrial	12.87	Subdivision of existing lot into 3 separate lots, each containing 1 existing building , and 3 new Development Plans for each new lot.	K. Allen	Approved	No	No

City of Goleta Cumulative Projects List (Updated February 25, 2021)

Case #	Project	Address	APN	Land Use	Parcel Size (acres)	Project Description	Planner	Status	Adjacent to creek or tributary?	ESHA Setback Reduction Requested or Approved?
19-072-TPM, 19-073-DP, 19-074- DP, and 19-075-DP	Kellogg Auto Center Parcel Maps and Development Plans	425 South Kellogg Avenue, 475 South Kellogg Avenue, 495 South Kellogg Avenue, & 5611 Hollister Avenue	071-140-067, 071-140-068, 071-140-002	Commercial	7.82	Façade improvements, additions, and new structures for Toyota, Honda, and Nissan dealerships. Subdivide into 3 lots for each dealership and create development plans for each new lot.	B. Hiefield	Pending - CEQA review and Decisions	Yes	No
13-085-Plan	Ellwood Butterfly Habitat Management Plan Implementation	N/A	079-210-013, -014, -015, -019, -024, -070, -071, & -072	Open Space-Passive Recreation	13.66	Implement management program to restore Monarch aggregation sites, enhance biodiversity, and maintain public access, and other management plan activities.	A. Wells	Approved by City. Pending-California Coastal Commission approval.	Yes	No
20-0001-GPA	General Plan Amendment Initiation	625 Dara Road	069-373-055 to 062; 069-373-010 to -013 and 069-373-063	Single Family R- SF	4.23 Acres	Initiation of a General Plan Amendment to Change Land Use from Single-Family Residential (R- SF) to Multi-Family Residential (R- MD)	M. Chang	Initiation Approved	No	No
PENDING PROJECTS (Complete Applications)										
05-154-GPA, -RZ, -VTM	Shelby	7400 Cathedral Oaks Road	077-530-019	Residential	15.8 (gross); 14.88 (net)	60 residential units.	L. Prasse	Pending/On Hold - due to water availability.	Yes	Requested
08-205-GPA, -RZ, -VTM	Kenwood Village	Calle Real w/o Calaveras Avenue	077-130-066, -019; 077-141-049	Residential	10.00	60 residential units.	K. Allen	Pending/On Hold - due to water availability.	Yes	Requested
19-0201-DP; 19-0202-DPAM; 19-0202-CUP; 19-0001-SUB	Goleta Battery Energy Storage Facility	6868 & 6864 Cortona Drive	073-140-027	Utility	5.88 gross	New 60 megawatt (240 mega watt hour) battery energy storage facility; lot split into two lots	K. Allen	Pending - Environmental Review.	No	N/a
14-049-, -VTM, -DR, -CUP	Heritage Ridge	North of Calle Koral and West of Los Carneros	073-060-031 thru -043	Residential	16.20	228 residential apartments and 132 senior apartments.	M. Chang	Pending - Waiting for updated plans.	No	Requested
16-097-DP-DRB	Calle Real Hotel	5955 Calle Real	069-110-018	Commercial	1.98	132-room 3-story hotel.	B. Hiefield	Pending - Environmental Review.	No	No
17-121-DP-DRB	Sywest	907 South Kellogg Avenue	071-190-035	Industrial	11.71	70,594 sf high cube industrial building.	B. Hiefield	Pending selection of EIR Consultant - On hold per applicant.	Yes	Requested
19-0001-GPA; 20-0002-GPA	Sun Group General Plan Amendment Initiation	5631 Calle Real	069-160-056; -057	Public/Quasi-Public/Commer -cial	0.10	Change designated Land Use and Zoning from Public/Quasi-Public (P- QP) to Community Commercial (CC).	C. Noddings	Pending - Planning Commission recommended approval on September 14, 2020.	No	No

City of Goleta Cumulative Projects List (Updated February 25, 2021)

Case #	Project	Address	APN	Land Use	Parcel Size (acres)	Project Description	Planner	Status	Adjacent to creek or tributary?	ESHA Setback Reduction Requested or Approved?
19-080-DPAM	GVCH DPAM for Permanent Hollipat Parking Lot	334 S. Patterson Ave.	065-090-028	Office, Residential	9.03	Approve the existing, temporary parking lot for permanent use.	C. Noddings	Pending - CEQA review and Decisions	Yes	No
19-0203-DP	The Grange	250, 260, 270 Storke Road	073-100-032	Community Commercial	2.28	Demolition of existing pumphouse/equipment building and construction of a 1,339 SF commercial building. The addition of two new elevators to serve 250 and 270 Storke Road, as well as facade improvements.	M. Chang/B. McNulty	Pending - City issued Incomplete Letter on 1/15/2020. Waiting on applicant's resubmittal.	No	No
20-0002-DP	GVCH DPRV New Rehabilitation Pool/Center	351 S. Patterson Ave	065-090-022	Office	8.40	Interior remodel of the main hospital building and the construction of an aquatic facility in the southern parking lot.	C. Noddings	Pending - CEQA review and Decisions	No	No
PENDING PROJECTS (Incomplete Applications)										
19-115-CUP	Verizon Antenna Faux Water Tank	Fairview Avenue and Hollister Avenue	071-111-044	Commercial	481SF Area	42' Faux Water Tank for Verizon Wireless Antenna	M. Chang	Pending - Waiting on applicant to submit revised plans	No	No
19-0201-CUP	Battery Energy Storage Facility	82 Coromar Drive	073-150-012	Industrial	4.33	Conditional Use Permit for a 10- megawatt (MW)/40-megawatt hour (MWh) battery-based energy storage system within a 14,400SF portion of an existing 57,600SF building addressed as 80 Coromar Drive.	C. Noddings	Pending - City issued Incomplete Letter on 12/12/2019. Waiting on applicant's resubmittal.	No	No
18-001-RZ-DP-DRB	The Hollister: Hotel and Apartments	5392 and 5400 Hollister Avenue	071-101-002, 071-101-015	Residential / Commercial	0.92	11, 556 sf hotel, café, and 8 residential units.	M. Chang/K. Allen	Pending- City issued Incomplete Letter on 1.29.18	No	No
20-0001-PCR	Distribution/Delivery Facility	355 Coromar Drive	073-610-036	Industrial	7.60	Application for a Project Clearance within the Cabrillo Business Park Specific Plan area for a new 54,080 square foot distribution/delivery facility.	D. Mimick	Pending- City issued Incomplete Letter on 12.17.20	No	No
20-0003-TPM-DP-DPAM	Seymour Duncan Office and R and D Buildings	5385 Hollister Avenue	071-140-075	Office and Institutional	7.76	New parcel map with two proposed buildings. (1) 98,780 sf warehouse/office building; and (2) 98,780 sf warehouse/office building.	D. Mimick	Pending- City issued Incomplete Letter on 11.12.20	No	No

City of Goleta Cumulative Projects List (Updated February 25, 2021)

Case #	Project	Address	APN	Land Use	Parcel Size (acres)	Project Description	Planner	Status	Adjacent to creek or tributary?	ESHA Setback Reduction Requested or Approved?
20-0001-SP	Camino Real Marketplace Specific Plan Initiation	7060 Marketplace Drive	073-440-013	Regional Commercial and Recreation	83.00	Repeal of existing Camino Real Marketplace Specific Plan.	D. Mimick	Pending- City issued Incomplete Letter on 6.18.20	No	No

APPENDIX C – CUMULATIVE TRANSPORTATION PROJECTS

The City is also currently designing transportation projects, including the Ekwill Street and Fowler Road extensions that would provide a 2-lane roadway (Ekwill Street) with Class II bicycle lanes and sidewalks along Ekwill Street, connecting South Kellogg Avenue to Fairview Avenue, as well as an improved connection, Fowler Road, from South Kellogg to Technology Drive. Improvements at the Hollister Avenue/SR 217 interchange are part of the Ekwill-Fowler Project. The City's complete streets plan also includes the addition of Class II bicycle lanes along Kellogg Street. The City recently completed construction of the Jonny D. Wallis Neighborhood Park which includes a segment of the San Jose Creek Multipurpose Path. Additionally, Santa Barbara County completed the Goleta Beach Park Bridge Replacement at Goleta Beach and the Class I Atascadero Creek Bikeway (Obern Trail/Coast Route), both located south of the proposed project and both of which provide connections to other existing trail and path facilities. Each of these projects have independent utility and, while they are near the same areas of San Jose Creek, each project is distinct in its construction purpose, timing, and effect on the environment.

There are three nearby roadway and bridge projects that are within or in close proximity to the proposed project area: the SR 217 Bridge Replacement Project over San Jose Creek; the Hollister Avenue Bridge Project over San Jose Creek; and the US 101 Bridge Replacement Project over San Jose Creek. Each of these projects have independent utility, and while they cross over San Jose Creek, each project is distinct in its construction purpose, timing, and effect on the environment.