COUNTY OF SANTA BARBARA

Planning and Development

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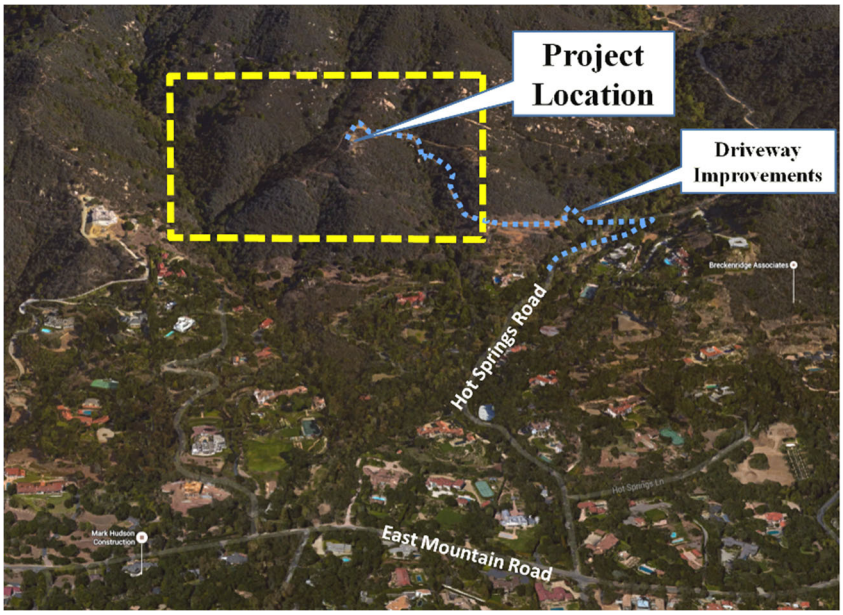
Draft
Mitigated Negative Declaration

Goerner New Single-family Dwelling, Detached Guesthouse, Grading, and Retaining Walls

08DVP-00000-00022 and 09CUP-00000-00007

April 2024



Project Applicant
John & Marcia Goerner
111 South Main Street
Crystal Lake, IL 60014
(815) 455-1900

Agent
Jarrett Gorin
Vanguard Planning LLC
735 State Street,
Suite 204
Santa Barbara, CA 93101
(805) 966-3966

Prepared by
WSP USA Environment and Infrastructure Inc.
104 West Anapamu Street,
Suite 204A
Santa Barbara, CA 93101
(805) 962-0992

For More Information Contact V. King, Planner – Planning & Development (805) 568-2513

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Acronyms and Abbreviations

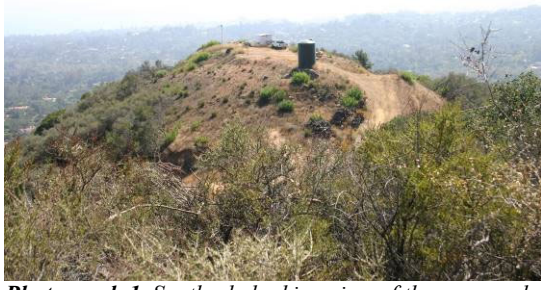
°F	degrees Fahrenheit
AB	Assembly Bill
afy	acre feet per year
APN	Assessor's Parcel Number
ASTM	American Society for Testing and Materials
bgs	below ground surface
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CBC	California Building Code
CCIC	Central Coast Information Center
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	methane
CHL	California Historical Monuments
CHRIS	California Historical Resources Information System
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO_2	carbon dioxide
CRHR	California Register of Historical Places
CRPR	California Rare Plant Rank
CUP	Conditional Use Permit
CWA	Clean Water Act
cy	cubic yard
dBA	A-weighted decibels
dbh	diameter breast height
ECAP	Energy and Climate Action Plan
EHS	Environmental Health and Safety
EIA	U.S. Energy Information Administration
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
ESCP	Erosion and Sediment Control Plan
ESH	Environmentally Sensitive Habitat
FAR	floor area ratio
GHG	greenhouse gas
gpm	gallons per minute
GSA	Groundwater Sustainability Agency
HFC	hydrofluorocarbons
HUC	Hydraulic Unit Code
IPCC	International Panel on Climate Change
IS	Initial Study
MBAR	Montecito Board of Architectural Review
MBTA	Migratory Bird Treaty Act
MFPD	Montecito Fire Protection District
MGB	Montecito Groundwater Basin
MJHCP	Multi-Jurisdictional Hazard Mitigation Plan
MLUDC	Montecito Land Use & Development Code
MT CO_2e/yr	metric tons of carbon dioxide equivalent per year
MWD	Montecito Water District
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OPR	Office of Planning and Research
P&D	Planning & Development Division
PFC	perfluorocarbons
$PM_{2.5}$	particulate matter less than 2.5 micrometers in diameter
PM_{10}	particulate matter less than 10 micrometers in diameter
PSF	pounds per square foot
psi	pounds per square inch
PWD	Public Works Department
RMZ	Resource Management Zone
RWQCB	Regional Water Quality Control Board
SBCAPCD	Santa Barbara County Air Pollution Control District
SCCAB	South Central Coast Air Basin
SCS	Sustainable Communities Strategy
sf	square foot
SF_6	sulfur hexafluoride
SO_x	sulfur oxides
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SYBCI	Santa Ynez Band of Chumash Indians
tpy	tons per year
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
V/C	volume to capacity
VMT	vehicle miles traveled
VOC	volatile organic compound

1.0 REQUEST / PROJECT DESCRIPTION

Project Background

The proposed Project includes the development of a one-story single-family dwelling, attached garage, pool and detached guesthouse on a 40-acre parcel at 1017 Hot Springs Road (Assessor's Parcel Number [APN] 011-010-008) in the foothills of the Santa Ynez Mountains. The proposed Project would also involve improvements to an existing narrow, approximately 4,000-foot-long driveway, which consists of three segments:

- An existing lower, largely paved, 1,100-foot-long segment in lower Hot Springs Canyon;
- A middle 550-foot-long public trail segment adjacent to the bank of Hot Springs Creek; and
- An upper 2,400-foot-long dirt road segment that climbs the ridge to the proposed building pad.



Photograph 1. *Southerly looking view of the proposed location for the single-family dwelling on the Project site.*

Required driveway improvements would include widening, paving, construction of retaining walls and the use of caissons and grade beams, and replacement of an existing Arizona crossing with an 80-foot-long free span bridge over Hot Springs Creek.[1] The construction of the driveway is divided into five phases and safety measures will be taken throughout driveway improvements along the Hot Springs Trail to separate trail users from construction activities. The Driveway Construction Phasing Plan and Projected Schedule, included as Attachment 12, provides detailed descriptions and figures showing key locations for each phase. The phases are described below:

1. **Preparation for Construction and Installation of the Temporary Bridge (2 Months):** During the initial phase, the work area in and around the Arizona crossing will be prepared for construction of the future permanent bridge and a temporary pedestrian/equestrian bridge to be situated on the west side of the road right-of-way adjacent to the location of the permanent bridge (the "Temporary Bridge"). The surface of the temporary bridge will be scored for equestrian use. No closures of Hot Springs Trail will occur during this phase.
2. **Installation of Permanent Bridge (4 Months):** Hot Springs Trail users will be routed over the Temporary Bridge throughout the construction of a permanent bridge that will facilitate future vehicle and trail access (the "Permanent Bridge"). This phase includes a short section of retaining walls, abutments at the creek crossing, and road paving immediately north and south of the Permanent Bridge. No closures of Hot Springs Trail will occur during this phase.
3. **Trail Re-Established (1 Month):** The Temporary Bridge will be removed. Hot Springs Trail will be relocated to the new final alignment over the Permanent Bridge. On the north side of the Permanent Bridge, the trail will follow the east side of the road and connect to its current alignment on the east side of the first gate. The existing trail alignment will remain unaltered to the east of the chain link fence that currently separates Hot Springs Trail from the road. Construction will include installation of retaining walls and completion of the paving from the Permanent Bridge to the first gate north of the creek (the "First Gate"). No closures of Hot Springs Trail will occur during this phase.

[1] An "Arizona crossing" is a low-water crossing that provides a bridge when water flow is low and allows water to run over when water is high.

4. **Work on Private Driveway (8 Months):** The basic alignment of Hot Springs Trail will be maintained and will remain open as portions of the driveway above Hot Springs Road and on the Subject Property are completed. The lower portion of Hot Springs Trail from the second bridge north of the creek crossing (the "Second Bridge") to the switchback at the northern terminus of Hot Springs Road will be similar to the trail prior to the start of work. There will be construction traffic through this section from the work above Hot Springs Road. Construction fencing will be installed to separate Hot Springs Trail users from construction traffic on the road. No closures of Hot Springs Trail will occur during this phase.
5. **Work on Trail and Temporary Trail Closure (4 months):** During the final phase of driveway construction, a section of Hot Springs Trail between the Second Gate and the switchback will be closed intermittently to allow for construction of retaining walls and road improvements, including replacing sections of the trail adjacent to the road. Since the portion of Hot Springs Trail within the project area will be closed to use on weekdays during this phase, a temporary, up to 3-foot-wide bypass trail will be constructed within the County Hot Springs Road right-of-way parallel and to the west of the proposed driveway to allow continued trail access. The majority of the bypass trail will be constructed with hand-tools, with limited sections constructed using small excavators. The bypass trail will be sited to avoid impacts to native trees. The bypass trail is depicted on Sheets C-1.3 through 1.5 of Attachment 2.

The proposed Project would require the approval of a Development Plan (DVP) (Case No. 08DVP-00000-00022) pursuant to Section 35.472.080 of the Montecito Land Use & Development Code (MLUDC) to allow new development within the Resource Management Zone (RMZ). Additionally, the proposed Project would require approval of a Conditional Use Permit (CUP) (Case No. 09CUP-00000-00007) pursuant to Section 35.430.070 of the MLUDC for the construction of approximately 2,800 linear feet of retaining walls associated with the proposed driveway improvements, which exceed a height of 6 feet within side and front yard setbacks due to existing physical constraints and Montecito Fire Protection District (MFPD) requirements.

The proposed Project was first conceived in 2005, at which time the Applicant's consultant, Pacific Materials Laboratory, conducted groundwater analyses and a preliminary foundation investigation, which found no groundwater at the site down to 12 feet below ground surface (bgs) and a low potential for expansion or liquefaction (Pacific Materials Laboratory 2005). In 2007, a geologic feasibility study was completed by Adam Simmons, Professional Geologist, that found no faults or pre-existing slope failures on the Project site (Simmons 2007). In 2008, a water well test found high levels of turbidity and arsenic, but re-testing showed safe levels (Simmons 2008). In the same year, a Phase I Environmental Site Assessment (ESA) was completed by Gwen Romani, and biological surveys were completed in 2008, 2011, and 2013 by R. Tierney and Hunt & Associates. A soils engineering update was completed in 2013 by GeoSolutions, Inc., to incorporate the 2010 updates to the California Building Code (CBC), and found a similarly low potential for soil expansion or liquefaction (GeoSolutions, Inc. 2013).

The project was discussed at numerous Montecito Board of Architectural Review (MBAR) meetings from 2008 to 2020, with design modifications discussed by the Board and the public at each meeting. During these meetings, the MBAR directed the Applicant to:

- Reduce the proposed development to meet the zoning district intent of limited residential development;
- Provide more information on the design of the proposed driveway improvements and requested that they be screened from view and minimized to the extent possible, while also meeting MFPD fire access requirements;
- Provide story poles to aid in understanding the height and scale of the proposed development;

- Ensure consistency with the RMZ Zone District and minimize potential impacts to visual and aesthetic resources;
- Develop the landscape plan further and address the steep slope under the retaining walls that would line the driveway; and
- Address various issues related to the floor area ratio (FAR) of the proposed single-family dwelling, the size of the driveway, landscape screening associated with the proposed retaining walls, and temporary construction activities (e.g., materials delivery, construction staging and parking, etc.).

In 2016, P&D began preparation of an Initial Study (IS) for the project, including the evaluation of a one-story 4,083-square foot (sf) single-family dwelling, an 1,842-sf attached garage, a 655-sf detached guesthouse, improvements to the unpaved dirt driveway with approximately 2,260 feet of linear retaining walls, and replacement of the existing concrete Arizona crossing over Hot Springs Creek. However, prior to the publication of the Draft IS by P&D, the Applicant proposed a variety of changes to the Development Plan, including updates and revisions to several of the previously submitted technical reports. The proposed Project was heard by MBAR another three times between 2018 and 2020 with discussion focused on these changes to the Development Plan and the driveway design in particular. During the August 2019 meeting, MBAR commented that the proposed residence is sensitively designed and well landscaped. Additionally, during the June 2020 meeting, MBAR expressed support for the proposed driveway alignment and how it interfaces with the trail to avoid additional grading, site disturbances, and tree removal. MBAR directed that the proposed Project return for preliminary review and approval after review by the Montecito Planning Commission.

Project Overview

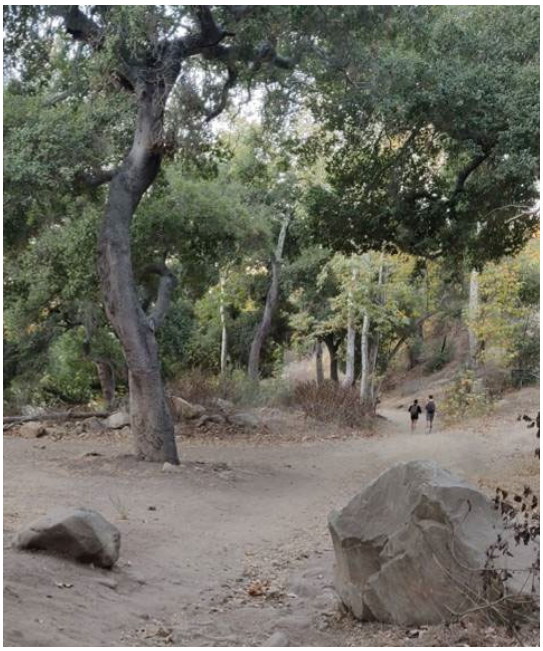
The proposed Project includes several elements that have been adjusted following the initial preparation of the IS by P&D in 2016.

The proposed Project would include the construction of a new one-story single-family dwelling of approximately 4,267 sf, with an attached garage of approximately 1,842 sf, a pool, and a new detached guesthouse of approximately 655 sf. These improvements would be situated on a newly created level building pad (approximately 0.59 acres) located approximately 400 feet in elevation above the canyon bottom below.

The proposed Project would also include improvements to segments of the existing 4,000-foot-long driveway, which includes a lower paved segment, a public trail segment (Hot Springs Trail), and an upper unpaved dirt driveway segment. Improvements to the 1,100 feet of existing paved driveway in lower Hot Springs Canyon would include widening, paving, and replacement of an existing Arizona crossing with an 80-foot-long free span bridge over Hot Springs Creek. These improvements would also require the construction of retaining walls, approximately 120 linear feet of which would parallel the creek near the top of bank. Revegetation and restoration activities are proposed to mitigate the impacts of the proposed driveway in this location (see Section 4.4, *Biological Resources*).

Figure 1. Project Vicinity

The next segment of improvements would convert approximately 550 feet of natural surface trail (Hot Springs Trail) into a new 16-foot-wide paved driveway. The existing trail segment along the creek bed was damaged by substantial erosion and debris deposition during the debris flows in January 2018, as well as the winter storms of 2023. Due to the existing topographical constraints along the existing creek bed and the need to minimize vegetation removal and grading while achieving MFPD fire access requirements, the proposed design of the driveway improvements would incorporate an on-road trail along the newly paved portions of the road within the existing 40-foot-wide public right-of-way of Hot Springs Road. As such, the existing natural surface trail would be relocated onto asphalt pavement along the edge of the driveway with a 4-foot-wide scored area providing a no-slip-surface.[2] At the existing hairpin turn (see Figure 2), Hot Springs Trail would follow its existing route northward as the paved driveway would veer westward. This newly paved driveway and supporting structures (e.g., retaining walls) would be located within the riparian corridor. As with the lower paved segment, revegetation and restoration are proposed along this reach of Hot Springs Creek to mitigate impacts of vegetation removal (see Section 4.4, *Biological Resources*).



Photograph 2. *The lower segment of the driveway overlaps with an approximately 0.3-mile-long segment of Hot Springs Trail, a 3.7-mile-long partial loop trail.*

The upper 2,400-foot-long dirt road segment extends to the west from the existing hairpin turn through to a chain gate, marked "private." From this gate, the driveway extends uphill – traversing steep slopes of up to 40 degrees – to the proposed building pad. The proposed Project would involve widening the existing unpaved dirt driveway from its current average width of 11 feet to a new minimum width of 16 feet, paving it with asphalt and concrete, and installing storm water improvements, as well as emergency vehicle turnout locations. These improvements would be supported by retaining walls as well as through the use of caissons and grade beams. All of the proposed driveway improvements would occur within the 40-foot-wide public right-of-way or on the Applicant's property. Detailed civil engineering plans depicting proposed development are provided in Attachment 1.

Photograph 3. *The proposed Project would include improvements to an existing narrow, unpaved dirt driveway that leads up a ridgeline to provide access to the proposed hilltop single-family dwelling from Hot Springs Road. Improvements would include widening, paving, and installation of turnouts supported by retaining walls as well as caissons and grade beams.*

[2] This 4-foot-wide on-road trail would be less than the standard trail width and narrower than much of the existing natural surface trail, which is approximately 5 to 15 feet wide immediately upstream and downstream of the existing Arizona crossing.

Figure 2. Project Site

In total, the proposed driveway improvements would traverse six parcels (APNs 011-020-041, 011-030-036, 011-030-041, 011-030-043, 011-010-030, 011-010-008) (refer to Figure 2). The lower segment of the driveway would be paved upstream and downstream of the proposed free span bridge, after which the existing paving would remain for approximately 400 feet, and then the proposed paving would resume again in the area leading up to the existing hairpin turn. From the existing hairpin turn, the upper segment of the driveway would alternate between pavement and concrete until APN 011-010-008, where it would then consist completely of concrete until reaching the proposed building pad. The proposed improvements would include the addition of 11 turnouts along the driveway for fire access. Some of the turnouts are small and square-shaped, approximately 15 to 16 feet in length and width. The trapezoidal turnouts range from 32 to 63 feet in length and from 10 to 36 feet in depth. The largest turnaround, located on APN 011-010-008, is a hammerhead (or "T") shape approximately 72 feet in length and 44 feet in width. Each of the turnouts would be surrounded by retaining walls ranging from 4 to 16 feet high.

The existing Arizona crossing at Hot Springs Creek does not meet MFPD fire access requirements, due to the potential for the emergency access to be interrupted by flooding and debris flows. Therefore, the proposed Project would replace the existing approximately 11-foot-wide by 54-foot-long concrete Arizona crossing with a 16-foot-wide by 80-foot-long prefabricated steel free span bridge. In addition to providing access to the proposed single-family dwelling at 1017 Hot Springs Road, two neighbors located at 985 and 995 Hot Springs Road would also use this bridge for property access. Trail users would also cross this bridge when hiking along the Hot Springs Trail. The surface of the bridge would be scored for equestrian use. The prefabricated steel bridge would span across the creek between abutments, with a vertical clearance of between 6 feet and 7.5 feet over the creek. The creek channel below would be restored to the historic flow path including restoration of the slope to a 7.5-percent grade to avoid uncontrolled erosion upstream. The Santa Barbara County Flood Control & Water Conservation District has reviewed and accepted the proposed design of the free span bridge.

Photograph 4. *The existing unpaved dirt access road traverses an approximately 11-foot-wide by 54-foot-long concrete Arizona crossing over Hot Springs Creek. Under the proposed Project, this crossing would be replaced by an 80-foot-long free span bridge.*

Site preparation around the proposed free span bridge would include the installation of abutments and new asphalt paving on either side of the driveway. The bridge would be constructed completely of American Society for Testing and Materials (ASTM) A588 weathering steel and would have a dead load capacity of 80 pounds per square foot (PSF) consistent with MFPD fire access requirements. The bridge would be lifted in sections and placed over the creek by crane using four lifting lugs. The area around the bridge would be landscaped with perennials, trees, shrubs, and grasses, including canyon prince wildrye (*Leymus condensatus*), pacific blackberry (*Rubus ursinus*), rosemary (*Salvia rosmarinus*), coast live oak (*Quercus agrifolia*), Mound San Bruno coffeeberry (*Rhammus californica 'Mound San Bruno'*), and arroyo willow (*Salix lasiolepis*) (see Section 4.4, *Biological Resources*). Native, locally occurring trees, shrubs, and herbaceous species would be planted in disturbed soils following construction of the proposed driveway improvements and the proposed single-family dwelling. Detailed landscape plans depicting native plantings are provided in Attachment 2.

Figure 3. Proposed Bridge

The proposed Project would include the construction of approximately 2,800 linear feet of retaining walls along the improved driveway, ranging between 4 and 16 feet in height, but mostly under 6 feet in height. The retaining walls would be cast-in-place concrete and would be colored and textured to blend in with the existing environment (see Attachment 3). Guardrails along the retaining walls would be steel posts with steel cables. The Applicant proposes to screen the retaining walls with tree and shrub plantings. When at maturity, the proposed trees and shrubs may mask the walls, at least in part. The retaining wall would start on both sides of the driveway on either side of the bridge, and would continue, with intermittent breaks, to the hairpin turn. More than 120 feet of these retaining walls would be constructed at or near the top of the bank of Hot Springs Creek as a part of the bridge improvements. There would be no retaining walls around the hairpin turn. From the existing hairpin turn, the retaining wall would be intermittent along the north and east side of the driveway as it turns north, continuing to the hammerhead turnaround. After the hammerhead, the retaining wall would be constructed on the north side of the driveway, a portion of the south side until the guest house, then would continue around the guest house and along the north part of the property to the single-family dwelling and guesthouse. All retaining walls would be lined with inlets that would provide drainage to the surrounding native vegetation. On segments of the driveway without retaining walls, there would be a 6-inch curb or grading beam lining the road.[3]

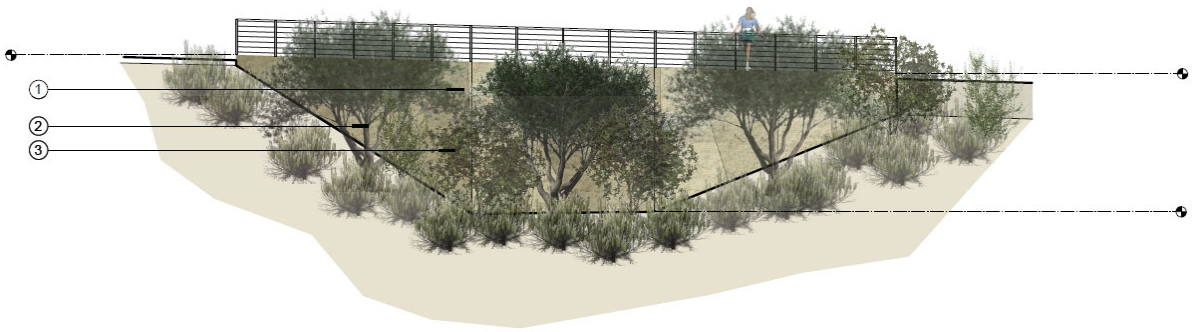


Figure 4. *As discussed at length during various MBAR meetings, the proposed retaining walls (sample cross section shown above) would range in height from approximately 4 to 16 feet in height. Native vegetation would be planted alongside these retaining walls in an effort to conceal them from view to the maximum extent practicable, particularly from prominent public viewing points along Hot Springs Trail.*

The proposed Project – including the proposed single-family dwelling as well as the proposed driveway improvements – would require approximately 1.64 acres of new impervious surfaces associated with paving for the driveway, turnouts, parking, and other hardscaping around the proposed single-family dwelling. As previously described, the proposed Project would include a storm drain system that would parallel the entire length of the driveway. It would also include area drains around the proposed single-family dwelling, use of the driveway to carry collected flow in an in-sloped gutter, and culverts under the driveway at watershed flow path crossings (Ashley & Vance Engineering, Inc. 2021b, 2021c).

The proposed Project would be supplied with domestic water from an existing private water well that is located southwest of the proposed location for the new single-family dwelling. An initial test of the water from the well showed high levels of turbidity, arsenic, iron and manganese, but re-testing found safer levels (Simmons 2008). Wastewater disposal for the proposed Project would be provided by a new on-site septic system within the

[3] Grade beams are commonly concrete beams which are designed to act as horizontal ties between footings or pile caps. The grade beam either rests directly on the soil or above the soil and spanning between piles. A continuous grade beam footing will transfer the load of a building to the ground or to its bearing points where their bases distribute the load to the soil.

level building pad, with limited excavation and trenching required for installation of the septic tanks and leach lines. Electricity would be provided by Southern California Edison and natural gas would be provided by Southern California Gas Company. Utility line connections would be trenched during the construction of the proposed driveway improvements and would be located beneath the driveway. The proposed single-family dwelling would be served by the MFPD and the Santa Barbara County Sheriff's Department.

Construction Activities

Heavy equipment necessary to support the construction of the proposed Project would include a caisson drilling truck, a Bobtail dump truck, a standard excavator, a standard motor grader, compactor, concrete trucks, delivery trucks, and light trucks for worker transport. Additionally, a crane would be used to install the proposed 80-foot-long free span bridge.

Construction of the proposed single-family dwelling would require approximately 2,100 cubic yards (cy) of cut and 900 cy of fill. Bridge construction would require approximately 250 cy of cut and 500 cy of fill. Driveway earthwork would require approximately 3,100 cy of cut and 2,100 cy of fill. In total, the proposed Project would produce approximately 1,950 cy of net export, requiring approximately 450 4.5-yard Bobtail dump truck export trips. Additionally, approximately 140 F-450 truck trips for materials delivery and approximately 200 8-yard concrete truck trips for concrete.

Access to the Project site would be provided via Hot Springs Road and the existing unpaved dirt driveway. The construction parking and staging area would be provided at the location of the proposed single-family dwelling and attached garage.

Project construction would require a total of approximately 36 months with heavy earthwork, soil export, and driveway construction activities anticipated for 19 months and construction of the single-family dwelling and accessory structures occurring over a 17 month period (see Table 1). During the first several months of construction activities, heavy construction equipment and heavy haul truck traffic would transit Hot Springs Road and the existing Hot Springs Trail, intermixing with trail use (see Section 4.13, *Recreation*). MM REC-1 would require the Applicant to prepare a detailed construction-related Trail Access Plan to describe how traffic would be managed to ensure trail user safety and limit trail closures. (see Section 4.13, *Recreation* and Section 4.14, *Transportation / Circulation*).

Table 1. Construction Timeline

Construction Phase	Duration (Months)
Preparation for Construction and Installation of Temporary Bridge	2
Installation of Permanent Bridge	4
Trail Re-Established	1
Work on the Private Driveway	8
Work on the Trail and Closure	4
Single-family Dwelling Site Grading and Foundation Construction	2
Single-family Dwelling Site Framing	12
Single-family Dwelling Site Finish Work	3

Required Permits and Approvals

As previously described, the proposed Project would require the approval of a Development Plan (08DVP-00000-00022) pursuant to MLUDC Section 35.472.080 to allow development on a parcel zoned RMZ. Additionally, the proposed Project would require a CUP (Case No. 09CUP-00000-00007) pursuant to Section 35.430.070 of the MLUDC for the construction of approximately 2,800 linear feet of retaining walls associated

with the proposed driveway improvements, which would be located within the property line setback due to existing physical constraints and MFPD requirements. If approved, the proposed Project would require issuance of a follow-on Zoning Clearance prior to initiation of construction activities. The Applicant is required to submit final architectural drawings of the proposed Project for review and shall obtain final MBAR approval prior to issuance of Zoning Clearance. Additionally, the Applicant shall develop a final landscape and irrigation plan as part of MBAR approval of the proposed Project, noting all areas to be revegetated, including all areas where vegetation was cleared due to grading, development or fire clearance. The Applicant would also be required to submit a Permit Compliance application to ensure mitigation monitoring throughout construction. The Applicant must demonstrate to P&D compliance monitoring staff that the proposed Project has been built consistent with approved MBAR design and landscape and irrigation plans prior to Final Building Inspection Clearance.

The proposed Project would pave over a 550-foot-long segment of natural surface trail (Hot Springs Trail) located within a public right-of-way that provides access to the Project site and transition this trail to an on-road trail. The Subject Property holds multiple access easements that overlap the right-of-way and areas of the current alignment of Hot Springs Trail, as demonstrated on the Civil Engineering Plans (Attachment 2). The southeastern side of the proposed driveway would be designed to include a scored area providing a non-slip surface where trail use would occur. The Santa Barbara County Parks Division has reviewed and accepted this construction proposal where the proposed new paved driveway construction overlaps with the existing natural surface Hot Springs Trail.

The Applicant has obtained "can and will serve" letters from all associated utility providers and submitted copies of these letters to P&D.

At the time of application for building permits, the Applicant shall provide the Santa Barbara County Air Pollution Control District (SBCAPCD) with a list of equipment to be used during construction activities to determine if a permit is required. Prior to issuance of building permits, the Applicant shall obtain any required SBCAPCD permit(s) and show proof of such permit(s), if required, or an exemption if no permit is needed. In a letter dated October 19, 2018, SBCAPCD has already provided suggested conditions regarding:

- Standard dust mitigation measures (SBCAPCD Rules 302, 303, and 345)
- Diesel particulate and nitrogen oxides (NO_x) emission reduction measures
- Emissions limits and certification requirements for furnaces, boils, water heaters, and process heaters (SBCAPCD Rules 352 and 360)
- Greenhouse gas (GHG) emissions reductions
- Limits on volatile organic compounds (VOCs) for architectural coating products (SBCAPCD Rule 323.1)
- Requirements for asphalt paving activities (SBCAPCD Rule 329)

The Applicant shall submit proof of exemption or a copy of the Notice of Intent to obtain coverage under the Construction General Permit of the National Pollutant Discharge Elimination System (NPDES) issued by the Central Coast Regional Water Quality Control Board (RWQCB). Prior to issuance of Zoning Clearance, the Applicant shall submit proof of exemption or a copy of the Notice of Intent and shall provide a copy of the required Storm Water Pollution Prevention Plan (SWPPP) to P&D. The Applicant shall keep a copy of the SWPPP on the Project site during grading and construction activities and P&D compliance monitoring staff would site inspect during construction for compliance with the SWPPP.

The proposed Project would also be subject to review and approval by agencies with jurisdiction over resources that might be affected by the proposed Project. The proposed Project – including the proposed removal of the Arizona crossing and the construction of the abutments for the free span bridge – would

require a Clean Water Act (CWA) Section 404 permit issued by the U.S. Army Corps of Engineers (USACE) and a Section 401 Water Quality Certification issued by the Central Coast RWQCB. The proposed Project would also require a Lake and Streambed Alteration Agreement issued by the California Department of Fish and Wildlife (CDFW) pursuant to California Fish and Game Code Section 1600.

2.0 PROJECT LOCATION

The proposed single-family dwelling, attached garage, pool, and detached guesthouse would be located at 1017 Hot Springs Road on a ridgeline above the very northern end of the upper Hot Springs Road neighborhood. This location is private land within the boundaries of Los Padres National Forest in the County's rural area outside of the urban rural boundary line. Access to this location by an existing 4,000-foot-long driveway beginning approximately 0.5 miles north of the intersection of East Mountain Drive and Hot Springs Road is provided. This driveway includes a lower paved segment, a public trail segment (Hot Springs Trail), and an upper unpaved dirt driveway segment.

Table 2. Site Information

Comprehensive Plan Designation	County of Santa Barbara: Rural Area, Montecito Community Plan Area APN 011-010-008 (Proposed Residence and Driveway Improvements): MA-40 (Mountainous Area, 40-acre minimum parcel size) APN 011-010-030 (Proposed Driveway Improvements): MA-40 (Mountainous Area, 40-acre minimum parcel size) APN 011-020-041 (Proposed Driveway Improvements): SRR-0.2 (Single Family / Semi-Rural Residential, 2-acre minimum parcel size) APN 011-030-036 (Proposed Driveway Improvements): SRR-0.33 (Single Family / Semi-Rural Residential, 3-acre minimum parcel size) APN 011-030-041 (Proposed Driveway Improvements): SRR-0.33 (Single Family / Semi-Rural Residential, 3-acre minimum parcel size) APN 011-030-043 (Proposed Driveway Improvements): SRR-0.33 (Single Family / Semi-Rural Residential, 3-acre minimum parcel size)
Zoning District / Ordinance	**Ordinance**: Montecito Land Use and Development Code **Zone**: APN 011-010-008: RMZ-40 (Resource Management, 40-acre minimum parcel size)

	APN 011-010-030: RMZ-40 (Resource Management, 40-acre minimum parcel size) APN 011-020-041: 5-E-1 (Single Family / 5-acre Minimum Lot Size) APN 011-030-036: 3-E-1 (Single Family / 3-acre Minimum Lot Size) APN 011-030-041: 3-E-1 (Single Family / 3-acre Minimum Lot Size) APN 011-030-043: 3-E-1 (Single Family / 3-acre Minimum Lot Size)
Site Size	APN 011-010-008: 40.00 acres APN 011-010-030: 40.45 acres APN 011-020-041: 19.22 acres APN 011-030-036: 2.62 acres APN 011-030-041: 2.79 APN 011-030-043: 3.00 acres
Present Use / Development	Undeveloped; Public Trails
Surrounding Uses/Zoning	<u>APN 011-010-008</u> **North**: Undeveloped; RMZ-40 (Resource Management, 40-acre minimum parcel size) **South**: Undeveloped; 5-E-1 (Single Family, 5-acre minimum parcel size) **East**: Undeveloped; RMZ-40 (Resource Management, 40-acre minimum parcel size) **West**: Undeveloped; RMZ-40 (Resource Management, 40-acre minimum parcel size) <u>APN 011-010-030</u> **North**: Undeveloped; RMZ-100 (Resource Management, 100-acre minimum parcel size) **South**: Undeveloped; 3-E-1 (Single Family, 3-acre minimum parcel size) **East**: Undeveloped; RMZ-40 (Resource Management, 40-acre minimum parcel size)

	West: Undeveloped; RMZ-40 (Resource Management, 40-acre minimum parcel size) <u>APN 011-020-041</u> **North**: Undeveloped; RMZ-40 (Resource Management, 40-acre minimum parcel size) **South**: Undeveloped; 5-E-1 (Single Family, 5-acre minimum parcel size) **East**: Undeveloped; 3-E-1 (Single Family, 3-acre minimum parcel size) **West**: Undeveloped; 3-E-1 (Single Family, 3-acre minimum parcel size) and 5-E-1 (Single Family, 5-acre minimum parcel size) <u>APN 011-030-036</u> **North**: Undeveloped; RMZ-40 (Resource Management, 40-acre minimum parcel size) **South**: Undeveloped; 3-E-1 (Single Family, 3-acre minimum parcel size) **East**: Undeveloped; 3-E-1 (Single Family, 3-acre minimum parcel size) **West**: Undeveloped; 5-E-1 (Single Family, 5-acre minimum parcel size) <u>APN 011-030-041</u> **North**: Undeveloped; RMZ-40 (Resource Management, 40-acre minimum parcel size) **South**: Undeveloped; 3-E-1 (Single Family, 3-acre minimum parcel size) **East**: Undeveloped; 3-E-1 (Single Family, 3-acre minimum parcel size) **West**: Undeveloped; 3-E-1 (Single Family, 3-acre minimum parcel size) <u>APN 011-030-043</u> **North**: Undeveloped; RMZ-40 (Resource Management, 40-acre minimum parcel size) **South**: Undeveloped; 3-E-1 (Single Family, 3-acre minimum parcel size) **East**: Undeveloped; 3-E-1 (Single Family, 3-acre minimum parcel size) **West**: Undeveloped; 3-E-1 (Single Family, 3-acre minimum parcel size)
Access	Hot Springs Road can be accessed via East Mountain Drive or by East Valley Road, the latter of which runs through central Montecito.

Public Services	Water Supply: Private domestic water well Sewage: Private septic disposal system Electricity: Southern California Edison Natural Gas Southern California Gas Company Fire: Montecito Fire Protection District Law enforcement: County of Santa Barbara Sheriff's Department

3.0 ENVIRONMENTAL SETTING

Physical Setting

The Project site is situated on the southern ocean-facing side of the lower Santa Ynez Mountain Range. The proposed location for the single-family dwelling sits atop a ridgeline overlooking the Hot Springs Canyon neighborhood below and community of Montecito to the south. The proposed building pad is located on a previously graded portion of the ridgeline that is accessed by a narrow, steep, and seldom used dirt driveway. The proposed building pad is surrounded by steep slopes with dense coastal sage and chaparral vegetative cover and low-density residential development in the Hot Springs Canyon neighborhood below. Underlying soils along the ridgeline consist of Maymen-Rock outcrop complex (MbH) and rock outcrop-Maymen complex (Rb) classifications (50 to 75 percent slopes and 75 to 100 percent slopes, respectively). (See the *Geology and Soils* discussion below as well as Section 4.8, *Geologic Processes* for additional information regarding soils within the Project site and the surrounding vicinity as well as related geotechnical hazards.) An unnamed intermittent tributary to Hot Springs Creek transects the western portion of the lot as it flows down the mountainside and eventually feeds into Montecito Creek before outletting into the Pacific Ocean. Hot Springs Creek is located approximately 1,200 to 1,400 feet southeast and down-slope of the proposed single-family dwelling and runs parallel and adjacent to the initial 1,600-foot-long lower segment of the proposed driveway, with the lower approximately 1,100 feet currently paved and paralleled by a natural earthen surface segment of the Hot Springs Trail. The middle 550 feet of the driveway supports a relatively narrow, natural surface trail (Hot Springs Trail) (refer to Figure 1 and 2).

Photograph 5. *The location for the proposed single-family dwelling provides expansive panoramic views of the Santa Barbara coastline.*

Slope and Topography

At the end of Hot Springs Road and the beginning of the driveway, the lower 1,100 feet of existing driveway are located within the gently sloping bottom of Hot Springs Canyon that traverses APNs 011-030-038, 011-030-041, and 011-030-043, with the bordering hills generally having a slope ranging from 20 to 30 percent north of the driveway and 0 to 20 percent south of the driveway (Penfield & Smith 2008). For the rest of the driveway, in APNs 011-010-030 and 011-010-008, the 550-foot-long segment of natural surface trail (Hot Springs Trail) has a slope of roughly 10 percent and the 2,400-foot-long dirt driveway and surrounding hillside has a slope of 20 to 30 percent. The location of the proposed single-family dwelling has previously graded flat topography with 0 to 10 percent slope, which falls away steeply on all sides. The beginning of the driveway is located approximately 820 feet above mean sea level, and the location of the proposed single-family dwelling is located approximately 1,170 feet above mean sea level (Hunt & Associates 2020).

Flora and Fauna

Photograph 6. *The vegetation on the east facing slope beneath the proposed single-family dwelling was nearly completely burned during the Thomas Fire.*

Biological evaluations for the proposed Project have been previously completed in 2008, 2011, 2013, 2017, 2018, and 2020. The final biological evaluation prepared for the proposed Project, conducted by Hunt & Associates (2020), included the channel and riparian corridor of Hot Springs Creek, upland habitats within 50 feet of either side of the driveway, and habitats within a 100-foot radius around the proposed single-family dwelling, attached garage, pool, and detached guesthouse. The field surveys were timed to detect early- and late-season special-status annual plants. The surveys also overlapped with a significant portion of the nesting season for resident and migratory birds. The most recent field survey found that much of the riparian habitat had been impacted by the Thomas Fire and subsequent debris flows, scouring the active channel and major portions of the floodplains of Hot Springs Creek. Channel substrates now consist mostly of boulders and exposed bedrock, with little alluvium (e.g., clay, silt, sand, and gravel left by flowing streams). Riparian vegetation is recovering (e.g., riparian trees are stump-sprouting), but the entire floodplain remains much more open compared to pre-debris flow conditions. There is little to no aquatic or emergent vegetation along the active channel. Instream features, such as scour pools and runs with overhanging banks, that formerly provided suitable breeding and larval development habitat for California red-legged frogs (*Rana draytonii*), South Coast newts (*Taricha torosa torosa*), were obliterated by the debris flows and will take years to decades to recover.

Native plant communities within and in the immediate vicinity of the Project site are closely associated with landforms: riparian woodland, including oak woodland, occurs along the floodplain of Hot Springs Creek and the lower reaches of tributaries to the main stem, and scrub vegetation occurs on upland, exposed slopes. These general communities are differentiated into vegetation alliances and associations on the basis of species composition. The plant communities present within the Project site include *Platanus racemose* Woodland Alliance (Western Sycamore-Coast Live Oak Riparian Woodland) and *Quercus agricolia* Woodland Alliance (Coast Live Oak Woodland), both mapped as an Environmentally Sensitive Habitat (ESH) by the County of Santa Barbara.

Plummer's baccharis (*Baccharis plummerae*), listed by the California Native Plant Society (CNPS) as California Rare Plant Rank (CRPR) 4.3 was found within the proposed disturbance footprint for the driveway during field surveys in Spring 2020. Only a single shrub was found within the footprint of the proposed driveway improvements (Station 29+40 in Sheet C-1.8; see Attachment 1). No other special-status plant species have been observed within the Project site or the immediate vicinity to date (Tierney 2008; Hunt & Associates 2011, 2013, 2017, and 2020), although several species have a moderate to high potential to occur in woodland or scrub habitats outside of the proposed development and landscape areas.

Three special-status wildlife species have been observed on-site during site visits between 2011 and 2020, including monarch butterfly (*Danaus plexippus*), Anna's hummingbird (*Calypte anna*), and Cooper's hawk (*Accipiter cooperii*). In addition, South Coast newts, California red-legged frogs, southwestern pond turtles (*Actinemys marmorata*), and two-striped garter snakes (*Thamnophis hammondii*), have been observed in

the upper reaches of Hot Springs Creek as well as in Montecito Creek and Cold Spring Creek; however, their habitats were severely impacted by the debris flows (see Section 4.4, *Biological Resources*).

Archaeological Sites

Dr. Brent Leftwich, RPA, was contracted by the Applicant to prepare a Phase I Archaeological Assessment in order to determine whether historic or archaeological resources are present or likely to occur within the Project site (Leftwich 2019). An archaeological site records and literature search of the California Historical Resources Information System (CHRIS) at the Central Coast Information Center (CCIC), University of California, Santa Barbara, was conducted on September 12, 2019. Based on this research, there are no previously documented archaeological sites that occur within the Project site, and no cultural resources within the Project site or the immediate vicinity are currently listed on the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Monuments (CHL), or local monuments list. A pedestrian survey associated with the Phase I Archaeological Assessment was conducted on September 13, 2019. The Project site contains a low amount of modern trash and debris, including cloth, bottle glass fragments, paper fragments, plastic fragments, wire, flagging tape, concrete fragments, and plastic bottle caps. Several discrete brush push piles and small heaps of bent, twisted metal pipes were noted along the eastern edge of the existing unpaved dirt driveway, most likely the result of mudslide cleanup. However, no cultural or archaeological materials were observed within the Project site. An Extended Phase I Archaeological Resources Investigation was not recommended or undertaken as no cultural materials were observed, no previously recorded cultural resources exist within or adjoining the Project site, and the potential for buried cultural deposits or archaeological resources is low (see Section 4.5, *Cultural Resources*).

Geology and Soils

Several geotechnical studies have been conducted at the Project site, most recently by GeoSolutions, Inc. in 2013 (GeoSolutions, Inc. 2013). Their analysis included a literature review, field study, laboratory testing, and an engineering analysis. Data gathered during the field investigation suggests that soil materials within the Project site consist of undocumented fill and other loose, unconsolidated sediments. The surface material at the proposed building pad generally consisted of dark yellowish brown to olive brown clayey sand with cobbles, undocumented fill, and other loose, unconsolidated sediments to a maximum depth of 5 feet bgs. The sub-surface material consisted of dark yellowish-brown sandstone and olive brown shale encountered in a dry and very dense or hard condition. The sandstone and shale were interpreted as Coldwater Sandstone (Tcw). Previous geotechnical studies also concluded that the Project site was underlain by Eocene age Coldwater Foundation (Pacific Materials Laboratory 2011; Simmons 2007).

GeoSolutions, Inc. (2013) found that the potential for liquefaction of soils at the Project site was not probable due to the consistency and relative density of the in-situ rock. The shale and sandstone formations were found to have a low to medium potential for expansion, which could be exacerbated by water from irrigation, leakage, or natural seepage.

Recreation and Trails

The Project site includes approximately 1,500 feet of the Hot Springs Trail, which traverses an undeveloped public right-of-way along the top of the bank of Hot Springs Creek through lower elevation portions of the Project site with Hot Springs Canyon and currently follows a narrow paved road for approximately 400 feet across an Arizona crossing before transitioning to a dirt trail of 5 to 15 feet in width for approximately 800 feet. This trail passes under the canopies of oak and sycamore trees, is bordered by Hot Springs Creek to the east, and development, fencing, and native shrubs on the west.

Surface Water Features

The existing unpaved dirt driveway and Hot Springs Trail crosses and parallels the northwestern edge of the floodplain and active channel of Hot Springs Creek between approximately 750 and 895 feet above mean sea level and crosses two unnamed seasonal tributaries of Hot Springs Creek at approximately 915 and 1,095 feet above mean sea level (Hunt & Associates 2020). Hot Springs Creek is a sub-watershed of the Montecito Creek watershed and drains a portion of the south slope of Montecito Peak in the Santa Ynez Mountains.

Photograph 7. *Two unnamed seasonal tributaries of Hot Springs Creek drain portions of the Project site. These areas were previously burned during the Thomas Fire, but have experienced substantial re-growth of native shrub cover.*

Surface flows along the reach of Hot Springs Creek within the vicinity of the Project were formerly intermittent and are now perennial as the hot springs freely discharge substantial volumes of water into the creek. This watercourse is typical of other South Coast drainages in being seasonally "flashy" and experiencing scouring flows during significant storm events that rapidly decline to low-flow conditions (Ashley & Vance Engineering, Inc. 2021a; WSP 2022).

Two unnamed, seasonal tributaries of Hot Springs Creek drain portions of the Project site. These drainages trend in a nearly north-south orientation and are bordered by steep, scrub-covered slopes that burned completely in the Thomas Fire. The bed gradients of both drainages are very steep (greater than 30 degrees), with flashy surface flows that occur only during and immediately after rain events. Neither drainage supports aquatic emergent or riparian understory vegetation and are floristically undifferentiated from coastal sage scrub and chaparral vegetation found on adjacent, exposed slopes. All of the scrub vegetation burned completely in the Thomas Fire. The understory of the easternmost tributary upslope of the existing access road supports dense patches of invasive, non-native vegetation, including cape ivy (*Delairea odorata*) (Hunt & Associates 2020).

Surrounding Land Uses and Existing Structures

No existing residences or other urban development are located within the Project site. Surrounding areas are generally rural and undeveloped, with development limited to Hot Springs Road and Hot Springs Trail. Additional information on the surrounding land uses can be found in Table 1.

Cumulative Projects

The community of Montecito is continuing to rebuild following the damage that occurred from the debris flows on January 9, 2018. Homes along East Mountain Drive and other area roadways proximate to the Project site are being actively repaired or reconstructed, along with ongoing repairs to roadways, bridges, and other public infrastructure in the area. In addition, the Santa Barbara County Flood Control & Water Conservation District is pursuing expansion of several flood detention basins such as that along Cold Springs Creek within Cold Springs Canyon. As such, construction activities associated with the proposed Project would overlap with other planned and pending private and public construction activities and associated vehicles and equipment, earth disturbance, and noise proximate to public roads, trailheads, and trails at or near the Project site.

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

The baseline from which environmental impacts are assessed consists of the physical environmental conditions at the Project site as described in Section 3.0, *Environmental Setting*. Additional baseline information is included as appropriate for each of the environmental issue areas discussed within Sections 4.1 to 4.15 below.

Potentially Significant Impact: A fair argument can be made, based on the substantial evidence in the record, that an environmental impact resulting from the proposed Project may be significant and unavoidable.

Significant but Mitigable: The proposed Project may result in a potentially significant impact; however, with the incorporation of feasible mitigation measures this impact would be reduced to a less than significant level.

Insignificant Impact: The proposed Project may result in an adverse environmental impact; however, the impact would not exceed the County's thresholds of significance established in the County's Environmental Thresholds and Guidelines Manual.

No Impact: There is adequate support in the information referenced in or appended to the impact analysis to demonstrate that the proposed Project would result in no measurable impact or the County's threshold of significance simply does not apply.

Beneficial Impact: There is a beneficial effect on the environment resulting from the project.

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

4.1 AESTHETICS / VISUAL RESOURCES

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view?		X			
b. Change to the visual character of an area?		X			
c. Glare or night lighting which may affect adjoining areas?		X			
d. Visually incompatible structures?		X			

Existing Setting: The proposed single-family dwelling, attached garage, pool, and detached guesthouse would be located on an approximately 0.59-acre building pad within an existing vacant 40-acre parcel (APN 011-010-008). The proposed driveway improvements would begin approximately 0.5 miles north of the intersection of East Mountain Drive and Hot Springs Road (on the western side of the terminus of the paved portion of Hot Springs Road) and would continue for approximately 4,000 feet to the proposed building pad. The Project site is located within a rural area bounded by the Santa Ynez Mountains to the north and

the more urban area of Montecito to the south. Views of the ridge top portions of the Project site from East Mountain Drive and Hot Springs Road are characterized by semi-rural neighborhoods with larger, heavily landscaped estates in the foreground and more distant and intermittent views of Santa Ynez Mountains and open sky, partially obscured by mature vegetation. Public views of the proposed single-family dwelling would be intermittent along East Mountain Drive for those looking northward up to the mountains. These views would be obscured by mature vegetation along the right-of-way that partially screens views up-slope.

Photograph 8. *Views along the proposed driveway – including the segment of Hot Springs Trail – provide scenic views within Hot Springs Canyon, including exposed rock, riparian and oak woodlands, mixed coastal sage scrub and chaparral vegetation as well as some distant views of the Santa Ynez Mountains and the open sky.*

Views along Hot Springs Trail – including the 0.3-mile-long segment of the existing trail included as a part of the proposed driveway (refer to Figure 2) – are characterized by a wooded canyon, with limited views of estate homes, mixed coastal sage scrub and chaparral vegetation, and more distant views of the Santa Ynez Mountains. Foreground views of the proposed driveway improvements – including the pavement, retaining walls, and the proposed 80-foot-long free span bridge – would be provided along Hot Springs Trail, which would be relocated to the southeastern side of the proposed driveway between the driveway and Hot Springs Creek.

Other potential public views of the Project site include distant views from public hiking trails including Edison Catway and the upper segments of Cold Springs Trail 0.25 miles to the west.

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

Impact Discussion:

a, b, d) ***Significant but Mitigable.*** The Montecito Community Plan does not identify specific scenic view points; however, it acknowledges that there are several primary corridors by which scenic resources may be viewed. These include U.S. Highway 101, which provides views to the south of curving beaches with rocky headlands and to the north of chaparral covered mountains; Channel Drive and Olive Mill Road which also provide scenic views of the ocean and mountains; East Valley Road which provides views of

estates and gardens and has a mountain backdrop; and Mountain Drive which provides panoramic views of the entire Montecito community, the coastal area, and the Channel Islands. In addition to these primary view corridors, many of the major north-south roads provide views of wooded areas and the Santa Ynez Mountains (County of Santa Barbara 1995). The proposed single-family dwelling would not be visible from the primary view corridors identified in the Montecito Community Plan. However, the Hot Springs Trail overlaps with the narrow, unimproved, seldom-used dirt segment of the proposed driveway.

Public views of the proposed single-family dwelling would be available intermittently for vehicles, cyclists, and pedestrians traveling along East Mountain Drive and looking northward up to the mountains. However, these views would be available for very short periods only through the breaks in the mature vegetation along the right-of-way that otherwise obscure or fully screen views up-slope. Intermittent public views of the proposed single-family dwelling would include distant views from public hiking trails such as Edison Catway (approximately 0.5 miles) and Hot Springs Trail (approximately 1 mile); more immediate foreground views would be available from view points along the Cold Springs Trail informal loop, where users of these information viewpoints would be able to observe the proposed single-family dwelling from elevated vantage points within 0.25 miles of the proposed building pad. This loop trail is not a part of the formal trail network and such views would be available primarily to those leaving the trail to climb a low ridge to enjoy views to the east. Intermittent views would also be available from lower elevations within Montecito (more than 1 mile). Views of the proposed single-family dwelling would be generally similar to existing estates in the area (e.g., 985 and 995 Hot Springs Road) and would not be visually prominent or otherwise detract from views of the Santa Barbara coastline when looking from elevations above or detract from views of the Santa Ynez Mountains when looking from elevations below. All new development included as a part of the proposed Project would be subject to the current zoning requirements of the MLUDC and reviewed by MBAR to ensure aesthetic compatibility with the existing scenic character of the area.

Proposed changes to the driveway along Hot Springs Trail will incorporate trail improvements, such as a 4-foot wide non-slip surface for pedestrian and equestrian use. The project would result in temporary, construction related aesthetic impacts for approximately 19 months of driveway and bridge construction, with heavy equipment operating within the trail corridor. During the fifth and final phase of driveway construction, which is anticipated to span 4 months, Hot Springs Trail will be closed for use on weekdays and some weekends. On a majority of weekends, however, construction fencing will be relocated to provide trail access. (see Section 4.13, *Recreation* and Section 4.15, *Transportation*).

Construction activities immediately visible from the Hot Springs Trail would include grading and development that would extend over several months (refer to Table 1). These activities would involve disturbed soils and vegetation removal, the presence of heavy construction equipment, heavy haul truck trips, construction personnel, etc. Additionally, best management practices (BMPs) could include the use of silt fencing and filter fabric to control potential soil erosion, particularly at the site of the existing Arizona crossing. As such, temporary construction activities along the driveway would be visible to trail users when walking along the 0.3-mile-long segment where the proposed driveway improvements would overlap with the existing trail that follows the existing undeveloped public right-of-way.

Following the completion of construction, foreground views of the proposed driveway improvements would be provided to trail users, with 550 feet of the existing natural surface trail being replaced by paved road with a 4-foot-wide on-road trail. Views provided from the trail would include new pavement, retaining walls ranging between 4 feet and 10 feet in height, and the proposed 80-foot-long free span bridge. In an effort to reduce their visibility, the retaining walls would be colored and textured to blend in with the existing environment (MM VIS-1). The retaining walls also would be at least partially screened by tree and shrub plantings, which would continue to grow over time, further screening the development and making it appear

more natural in character (MM VIS-2; see Attachment 3). Therefore, these aesthetic changes are mostly temporary in nature and would only affect a short segment of the overall Hot Springs Trail.

Construction activities would remove 11 mature oaks and sycamores along the trail corridor. This would represent a substantial percentage of the mature trees present along this segment of trail. While vegetation along the proposed driveway would be replaced according to the Habitat Protection, Restoration, and Monitoring Plan (see MM BIO-5 and MM BIO-6 in Section 4.4, *Biological Resources*), during the initial period following construction, the vegetation would appear less mature and the loss of tree canopy would be substantial over a decade or more. Nevertheless, with these measures in place, over the long-term, the impacts related to visual character and compatibility would be mitigated to a less than significant level.

c) ***Significant but Mitigable.*** The proposed Project would include exterior lighting associated with the single-family dwelling, attached garage, and detached guest house, which could impact adjacent properties. Due to the rural nature of the surrounding area and the visibility of the Project site from public viewing areas, lighting from the proposed development could result in potentially significant impacts to adjacent properties. To prevent or reduce this potential impact, MM VIS-4 would require that all lighting be low intensity, low glare design, minimum height, and would be hooded to direct light downward onto the Project site and prevent spill-over onto adjacent lots. With these measures and design features in place, the impacts of glare and nighttime lighting on adjacent residences would be mitigated to a less than significant level.

Cumulative Impacts: The proposed Project would introduce a new driveway and retaining walls along an existing dirt road and trail, however with implementation of mitigation measures, would not change the overall visual character of the Montecito hillside or views along the Hot Springs Trail. While the proposed Project would result in changes to the aesthetic character of a short segment of the Hot Springs Trail, the proposed Project would not obstruct or otherwise detract from scenic corridors identified in the Montecito Community Plan. Specifically, the proposed Project would be required to receive Design Review approval by the MBAR, which must make the finding that the proposed single-family dwelling and associated development is well-designed, visually compatible with its surroundings, and minimizes visual impacts to the area. No other construction activities are currently occurring or are planned along this segment of the Hot Springs Trail. Therefore, the proposed Project would not contribute to a cumulatively considerable effect on aesthetics.

Mitigation Measures:

The following mitigation measures would reduce impacts to aesthetics and visual resources to a less than significant level:

MM VIS-1: **Building Materials.** Natural building materials and colors compatible with surrounding terrain (earth-tones and non-reflective paints) shall be used on exterior surfaces of all structures, including retaining walls, water tanks, and fences.

Plan Requirements and Timing: Materials shall be denoted on building plans. Structures shall be painted prior to Final Building Inspection Clearance.

Monitoring: P&D compliance monitoring staff shall inspect prior to Final Building Inspection Clearance. Building materials and colors shall be maintained in compliance with approved site plans for the life of the permit.

MM VIS-2: **Understories and Retaining Walls.** Understories and retaining walls shall be designed in tones that are compatible with surrounding terrain using textured materials or construction

methods which create a textured effect. Native vegetation to screen retaining walls shall be planted and maintained for the life of the permit.

Plan Requirements and Timing: The Applicant shall submit retaining wall and driveway plans and landscape plans to P&D for review and approval. Plans shall be submitted prior to issuance of Zoning Clearance; vegetation shall be planted prior to Final Building Inspection Clearance.

Monitoring: P&D compliance monitoring staff shall check plans and ensure installation prior to Final Building Inspection Clearance. Understories and retaining walls shall be maintained in compliance with approved site plans for the life of the permit.

MM VIS-3 **Construction Clean-up.** The Applicant shall clear the Project site, including the Hot Springs Trail corridor of all excess construction debris.

Plan Requirements and Timing: This requirement shall be noted on final building plans. Debris clearance shall occur prior to Final Building Inspection Clearance.

Monitoring: P&D compliance monitoring staff shall inspect prior to Final Building Inspection Clearance.

MM VIS-4: **Lighting.** The Applicant shall ensure any exterior night lighting installed on the Project site is of low intensity, low glare design, minimum height, and shall be hooded to direct light downward onto the Project site and prevent spill-over onto adjacent lots. The Applicant shall install timers or otherwise ensure lights are dimmed after 10:00 p.m.

Plan Requirements and Timing: The Applicant shall develop a Lighting Plan for MBAR approval, incorporating these requirements and showing locations and height of all exterior lighting fixtures with arrows showing the direction of light being cast by each fixture. Lighting shall be installed in compliance with this measure prior to Final Building Inspection Clearance.

Monitoring: P&D and MBAR shall review a Lighting Plan for compliance with this measure prior to Zoning Clearance. P&D compliance monitoring staff shall inspect structures upon completion to ensure that exterior lighting fixtures have been installed consistent with their depiction on the Lighting Plan. Exterior lighting shall be maintained in compliance with approved site plans for the life of the permit.

MM VIS-5: **MBAR Review and Approval.** The Owner/Applicant shall obtain MBAR approval for project design, including the proposed driveway and retaining wall improvements along the Hot Springs Trail. All project elements (e.g., design, scale, character, colors, materials and landscaping of common open areas) shall be compatible with vicinity development and shall conform in all respects to MBAR approval Case No. 18BAR-00000-00128.

Plan Requirements and Timing: The Owner/Applicant shall submit architectural drawings of the proposed Project for review and shall obtain final MBAR approval prior to issuance of Zoning Clearance. Grading plans, if required, shall be submitted to P&D concurrent with or prior to MBAR plan filing.

Monitoring: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that the proposed Project has been built consistent with approved MBAR design and landscape plans prior to Final Building Inspection Clearance. Compliance with the approved architectural and landscape plans shall be maintained for the life of the permit.

Residual Impact: With the incorporation of these measures, residual impacts would be less than significant.

4.2 AGRICULTURAL RESOURCES

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs?				X	
b. An effect upon any unique or other farmland of State or Local Importance?				X	

Existing Setting: Neither the Project site nor any of the surrounding areas are designated or zoned for agricultural operations (refer to Table 2). The soil at the Project site is composed of Maymen-Rock outcrop complex (MbH) and rock outcrop-Maymen complex (Rb), neither of which are prime farmland soils (U.S. Department of Agricultural Resources [USDA] 2021). The area is not underlain with farmland soils and does not support the acreage necessary for agricultural uses (USDA 2021).

County Environmental Thresholds: The County's Agricultural Resource Guidelines provide a methodology for evaluating impacts to agricultural resources. The guidelines evaluate parcel size, soil classification, water availability, agricultural suitability, existing and historic land use, Comprehensive Plan land use designation, adjacent land use designation, agricultural preserve potential, and combined farming operations. The County's initial screening considers the value of a site's agricultural suitability and productivity, to determine whether the project's impact on loss or impairment of agricultural resources would be a potentially significant impact. These are guidelines, to be used with flexibility in application to specific sites, taking into account specific circumstances and specific agricultural uses. When conversion of agricultural would take place, a weighted point system is utilized to assign relative values to particular characteristics of a site's agricultural productivity (e.g., soil type, water supply, etc.).

Impact Discussion:

a, b) ***No Impact.*** As previously described, the Project site has no agricultural soils or Farmland of Statewide or Local Importance and has never been used for agricultural purposes. Due to the parcel size, topography, and zoning, there is no foreseeable development or use of the Project site as an agricultural property. The proposed Project would not result in the loss or disturbance of agricultural land, soils, or other agricultural resources. Therefore, the proposed Project would have no impact on agricultural resources.

Cumulative Impacts: The proposed Project would have no direct or indirect impacts to agricultural resources as there are no prime agricultural soils or existing farmland at or proximate to the Project site. Similarly, pending public and private developments, such as the reconstruction of homes, roads, bridges or other public infrastructure in the vicinity would not impact existing or potential agricultural resources as the upper foothills of Montecito generally do not support such resources. Therefore, the proposed Project would not contribute to the regionally significant loss of agricultural resources and the proposed Project when considered with other cumulative projects in the area would not result in a cumulatively considerable impact on agricultural resources.

Mitigation and Residual Impact: No mitigation measures required. There would be no residual impacts associated with the implementation of the proposed construction activities.

4.3a AIR QUALITY

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)?			X		
b. The creation of objectionable smoke, ash or odors?			X		
c. Extensive dust generation?			X		

Existing Setting: The Project site is located in the South Central Coast Air Basin (SCCAB) that encompasses San Luis Obispo, Santa Barbara, and Ventura counties. The SBCAPCD monitors and regulates the local air quality in the County.

Air quality is primarily characterized by ambient ground-level concentrations of seven specific pollutants – known as "criteria pollutants" – identified by the U.S. Environmental Protection Agency (USEPA) to be of concern with respect to public health and welfare. Table 3 shows the National Ambient Air Quality Standards (NAAQS), which are set by the USEPA and the California Ambient Air Quality Standards (CAAQS), which are set by the California Air Resources Board (CARB). An area is designated in "attainment" when it is in compliance with the NAAQS and/or the CAAQS for a criteria pollutant. If an area exceeds the NAAQS and/or CAAQS, the area is classified as "nonattainment" for that criteria pollutant. If there are not enough data available to determine whether an area exceeds the NAAQS and/or CAAQS, the area is designated as "unclassified."

The County is currently in attainment of NAAQS and is in attainment for all CAAQS with the exception of the State's standards for particulate matter less than 10 micrometers in diameter (PM_{10}). In February 2021, CARB took action at a public hearing to change the County's designation from attainment to

nonattainment for the State's ozone (O_3) standards. This change was based on data measured at multiple locations in the County for the 3-year period from 2017 to 2019. The California Office of Administrative Law finalized the designation change on September 27, 2021 (SBCAPCD 2021).

Table 3. Criteria Air Pollutant Standards

Pollutant	Averaging Period	California (CAAQS)	Federal (NAAQS)
Ozone (O_3)	1-Hour Average	0.09 ppm (180 µg/m^3)	--
	8-Hour Average	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)
Carbon Monoxide (CO)	1-Hour Average	20 ppm (23 µg/m^3)	35.0 ppm (40 mg/m^3)
	8-Hour Average	9.0 ppm (10 mg/m^3)	9.0 ppm (10 mg/m^3)
Nitrogen Dioxide (NO_2)	1-Hour Average	0.18 ppm (338 µg/m^3)	0.10 ppm (188 µg/m^3)
	Annual Arithmetic Mean	0.03 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)
Sulfur Dioxide (SO_2)	1-Hour Average	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)
	24-Hour Average	0.04 ppm (105 µg/m^3)	--
	Annual Arithmetic Mean	--	0.030 ppm (80 µg/m^3)
Respirable Particulate Matter (PM_{10})	24-Hour Average	50 µg/m^3	150 µg/m^3
	Annual Arithmetic Mean	20 µg/m^3	--
Fine Particulate Matter ($PM_{2.5}$)	24-Hour Average	--	35 µg/m^3
	Annual Arithmetic Mean	12 µg/m^3	12.0 µg/m^3
Lead (Pb)	30-day Average	1.5 µg/m^3	--
	Calendar Quarter	--	1.5 µg/m^3
	Rolling 3-Month Average	--	0.15 µg/m^3
Sulfates	24-Hour Average	25 µg/m^3	No Federal Standards
Hydrogen Sulfide	1-Hour Average	0.03 ppm (42 µg/m^3)	
Vinyl Chloride	24-Hour Average	0.01 ppm (26 µg/m^3)	

Notes: ppm = parts per million; µg/m^3 = micrograms per cubic meter.
Source: SBCAPCD 2021.

Applicable SBCAPCD Rules and Regulations: The SBCAPCD Rules and Regulations establish emission limitations and control requirements for various sources, based upon their source type and magnitude of emissions. The SBCAPCD rules applicable to the proposed Project may include the following:

- *Rule 302 (Visible Emissions).* Rule 302 prohibits emissions of visible air contaminants from any potential source of air contaminants. The rule prohibits air contaminants, other than water vapor, that are a certain level of darkness or opacity from being discharged for a combined period of more than 3 minutes in any 1 hour.
- *Rule 303 (Nuisance).* This rule could apply to fugitive dust emitted during proposed construction activities or odors during operation. This rule states that a person shall not discharge air contaminants from any source that can cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or that can endanger the comfort, repose, health, or safety of any such persons or their business or property.
- *Rule 311 (Sulfur Content of Fuels).* The purpose of this rule is to limit the sulfur content in gaseous fuels, diesel and other liquid fuels, and solid fuels for the purpose of both reducing the formation of sulfur oxides (SO_x) and particulates during combustion.
- *Rule 345 (Control of Fugitive Dust from Construction and Demolition Activities).* Rule 345 establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites. The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site.

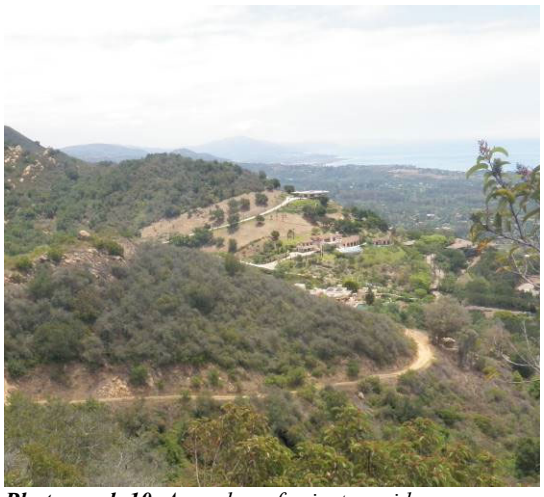
County Environmental Thresholds: The County's Air Quality Thresholds provide that a project would not have a significant impact on air quality if operation of the project would:

- Emit (from all project sources, mobile and stationary), less than the daily trigger (55 pounds per day of NO_x or VOCs, 80 pounds per day for PM_{10}) for offsets set in the SBCAPCD New Source Review Rule, for any pollutant; and
- Emit less than 25 pounds per day of NO_x or VOCs from motor vehicle trips only; and
- Not cause or contribute to a violation of any CAAQS or NAAQS (except O_3);
- Not exceed the SBCAPCD health risk public notification thresholds adopted by the SBCAPCD Board; and
- Be consistent with the adopted Federal and State Air Quality Management Plans.

The County has not established thresholds for temporary impacts associated with construction activities; however, some construction projects may have the potential for construction-related dust to cause a temporary nuisance. As such, the County's Grading Ordinance requires standard dust control conditions for all projects involving grading activities. Because the County is currently in nonattainment for the State's PM_{10} standard, standard dust control conditions are required for all discretionary construction activities, regardless of the significance of the fugitive dust impacts, based on policies within the 1979 Air Quality Attainment Plan (SBCAPCD 2015). SBCAPCD also uses 25 tons per year (tpy) for any pollutant as a guideline for determining the significance of construction impacts.

Although quantitative thresholds of significance are not currently in place for short-term emissions, the California Environmental Quality Act (CEQA) requires that short-term impacts such as exhaust emissions from heavy construction equipment and fugitive dust generation during grading be discussed in the environmental document. In the interest of public disclosure, the SBCAPCD recommends that construction-related NO_x, VOC, PM_{10} and particulate matter less than 2.5 micrometers in diameter ($PM_{2.5}$) emissions

from diesel and gasoline powered equipment, paving, and other activities be quantified. Emissions associated with construction were estimated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0 and following the guidance from SBCAPCD's Scope and Content for Air Quality Sections in Environmental Impact Reports (2022 Limited Update). While compliance with SBCAPCD rules and regulations is required, the analysis used to estimate emissions did not incorporate the emissions reductions associated with these rules and regulations; therefore, the analysis of construction and operational emissions below is considered to be a conservative analysis.



Photograph 10. *A number of private residences are located along the existing unpaved dirt driveway.*

Impact Discussion:

a, c) ***Insignificant.*** The proposed single-family dwelling would be located approximately 0.25 miles from the closest residence; however, the proposed driveway improvements would be constructed in close proximity to a number of residents along Hot Springs Road (refer to Figure 2), including at 985, 995, 999, and 1015 Hot Springs Road. Additionally, the lower segment of the proposed driveway improvements include a 0.3-mile-long segment of Hot Springs Trail. There are no other sensitive receptors, such as schools, hospitals, or libraries located within 1 mile of the Project site.

Short-term Construction Emissions: Emissions estimates were generated using the CalEEMod Version 2020.4.0 and these estimates are included in Attachment 4. Neither the SBCAPCD nor the County establish quantitative construction emissions thresholds for determining significant air quality impacts of land use projects; however, standard BMPs are required through compliance with SBCAPCD rules. As previously described, at the time of application for building permits, the Applicant shall provide the SBCAPCD with a list of equipment to be used during construction activities to determine if a permit is required. Prior to issuance of construction permits, the Applicant shall obtain any required SBCAPCD permit(s) and show proof of such permit(s), if required or an exemption if no permit is needed. In a letter dated October 19, 2018, SBCAPCD has already provided suggested conditions regarding standard dust mitigation measures (SBCAPCD Rules 302, 303, and 345); diesel particulate and NO_x emission reduction measures; limits on VOCs for architectural coating products (SBCAPCD Rule 323.1); and requirements for asphalt paving activities (SBCAPCD Rule 329).

Project-related construction activities would require substantial grading, which has been minimized to the maximum extent possible, while also meeting the roadway width and turnout requirements for MFPD fire access. Earth-moving operations at the Project site would not have the potential to result in significant short-term emissions of PM_{10} and other criteria pollutants. Emissions of O_3 precursors (NO_x and VOCs) during construction activities would result primarily from the on-site use of heavy earthmoving equipment. Due to the limited period of time that grading activities would occur on the Project site, construction-related emissions of NO_x and VOCs would not be significant on a Project-specific or cumulative basis, and would not result in emissions that would significantly affect nearby residences.

Table 4. Estimated Maximum Daily Construction Emissions (lbs/day)

	Pollutant					
	ROC	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions (lbs/day)	1.77	29.49	15.15	0.08	3.31	1.50

Source: WSP 2022; see Attachment 4.

Long-term Operational Emissions: The proposed Project would not result in significant new vehicle emissions. For example, based on the 2030 Travel Forecast for Santa Barbara County, it is estimated that 10.9 vehicle trips per day would be generated per household in 2030 (Santa Barbara County Association of Governments 2004). Even considering the detached guesthouse as a separate residence, the proposed Project would generate less than 25 trips per day. Additionally, the proposed Project would not involve new stationary sources (i.e., equipment, machinery, hazardous materials storage, industrial or chemical processing, etc.) that would increase the amount of criteria pollutants released into the atmosphere. Therefore, operational impacts associated with the proposed Project would be less than significant.

Table 5. Estimated Maximum Daily Operational Emissions (lbs/day)

	Pollutant[1]					
	ROC	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area	0.20	0.01	0.08	<0.01	<0.01	<0.01
Energy	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01
Mobile	<0.01	<0.01	0.02	<0.01	<0.01	<0.01
Total	0.20	0.01	0.10	<0.01	<0.01	<0.01
SBCAPCD Vehicle Source Emissions Threshold	25	25	-	-	-	-
SBCAPCD Vehicle Source Threshold Exceeded?	**No**	**No**	**-**	**-**	**-**	**-**
SBCAPCD Area + Vehicle Source Emissions Threshold	55	55	-	-	80	-
SBCAPCD Area + Vehicle Source Threshold Exceeded?	**No**	**No**	**-**	**-**	**No**	**-**

Notes: [1] SBCAPCD thresholds apply to NO_x, VOCs, and PM_{10}. See Section 4.3b, *Air Quality – Greenhouse Gas Emissions* for further discussion regarding GHG emissions and consistency with the County's Energy and Climate Action Plan (ECAP).
Source: WSP 2022; see Attachment 4.

b) ***Insignificant.*** The use of heavy construction equipment and heavy haul trucks during construction of the proposed Project would potentially result in the generation of objectionable odors associated with off-road diesel equipment exhaust emissions. Although diesel fumes from heavy construction equipment can be found objectionable, the operation of heavy construction equipment would be temporary (i.e., 23.5 months including approximately 6 months within the immediate vicinity of residents and trail users along Hot Springs Road). Additionally, the potential odors associated with the operation of heavy construction equipment would only be experienced periodically when the equipment is actively in use. The proposed Project would not result in new long-term operational activities that would generate sources of objectionable odors. Additionally, the proposed Project would not result in the generation of smoke or ash during construction. Therefore, construction of the proposed Project would have less than significant impacts on smoke, ash, and odors.

Cumulative Impacts: The proposed Project would contribute incrementally to cumulative pollutant emissions in the community of Montecito. As previously described, ongoing reconstruction or repair of as many as 400 residences as well as public infrastructure (e.g., roads, bridges, new or expanded flood control detention basins) from the January 2018 debris flow involve heavy haul truck trips and other construction-related vehicle traffic that may coincide with emissions from heavy construction equipment and/or heavy

haul truck trips associated with the proposed Project. However, because of the limited emissions associated with the proposed Project, the contribution of the proposed Project to cumulative impacts would be incremental and not cumulatively considerable.

Mitigation and Residual Impact: Implementation of standard conditions through Chapter 14 (Grading Ordinance) of the County Code, implementation of SBCAPCD rules, including MM AIR-1 would ensure that there would be no potential for significant construction-related emissions, particularly fugitive dust emissions. There would be no residual impacts associated with the implementation of the proposed Project.

MM AIR-1: **Dust Control.** The Applicant/Owner shall comply with the following dust control components at all times including weekends and holidays:

- Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site.
- During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, use water trucks or sprinkler systems to prevent dust from leaving the site and to create a crust after each day's activities cease.
- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site.
- Wet down the construction area after work is completed for the day and whenever wind exceeds 15 miles per hour (mph).
- When wind exceeds 15 mph, have site watered at least once each day including weekends and/or holidays.
- Order increased watering as necessary to prevent transport of dust off-site.
- Cover soil stockpiled for more than 2 days or treat with soil binders to prevent dust generation. Reapply as needed.
- If the site is graded and left undeveloped for over four weeks, the Applicant and/or future property owners shall immediately: (i) Seed and water to re-vegetate graded areas; and/or (ii) Spread soil binders; and/or (iii) Employ any other method(s) deemed appropriate by P&D or SBCAPCD.

Plan Requirements: These dust control requirements shall be noted on all grading and building plans.

Pre-Construction Requirements: The contractor or builder shall provide P&D monitoring staff and SBCAPCD with the name and contact information for an assigned onsite dust control monitor(s) who has the responsibility to:

- Assure all dust control requirements are complied with including those covering weekends and holidays.
- Order increased watering as necessary to prevent transport of dust off-site.
- Attend the pre-construction meeting.

Timing: The dust monitor shall be designated prior to the issuance of grading permits. The dust control components apply from the beginning of any grading or construction throughout all development activities until final inspection and until landscaping is successfully installed.

Monitoring: P&D processing planner shall ensure measures are on plans. P&D grading and building inspectors shall spot check; Grading and Building shall ensure compliance onsite. SBCAPCD inspectors shall respond to nuisance complaints.

4.3b AIR QUALITY – GREENHOUSE GAS EMISSIONS

Greenhouse Gas Emissions - Will the project:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		

Existing Setting: GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O) hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). GHGs trap heat in the atmosphere and regulate the Earth's temperature, referred to as "the greenhouse effect." However, human activities – including fossil fuel combustion, waste disposal, energy use, and land use changes – have accelerated GHG emission above pre-industrial levels (U.S. Global Change Research Program 2018). The global mean surface temperature increased by approximately 1.8 degrees Fahrenheit (°F) in the past 80 years, and is likely to reach a 2.7 °F increase between 2030 and 2050 at current global emission rates (International Panel on Climate Change [IPCC] 2018).

The largest source of GHG emissions from human activities in the U.S. is from fossil fuel combustion for electricity, heat, and transportation. Specifically, the Inventory of U.S. Greenhouse Gasses and Sinks: 1990-2017 states that the primary sources of GHG emissions from fossil fuel combustion in 2017 included electricity production (35 percent), transportation (36.5 percent), industry (27 percent), and commercial and residential end users (17 to 19 percent, respectively) (USEPA 2019). Factoring in all sources of GHG emissions, the energy sector accounts for 84 percent of total emissions in addition to agricultural (8 percent), industrial processes (5.5 percent), and waste management (2 percent) sources.

The County's Final Environmental Impact Report (EIR) for the Energy and Climate Action Plan (ECAP) (PMC, Inc. 2015) and the 2016 Greenhouse Gas Emissions Inventory Update and Forecast (County of Santa Barbara 2018) include a detailed description of the existing regional setting as it pertains to GHG emissions. Regarding non-stationary sources of GHG emissions within Santa Barbara County specifically, the transportation sector produces 38 percent of the total emissions, followed by the building energy (28 percent), agriculture (14 percent), off-road equipment (11 percent), and solid waste (9 percent) sectors (County of Santa Barbara 2018).

The GHG emissions from human activities have led to a rise in the average global temperature, which has the potential to substantially change the Earth's climate. More frequent and intense weather and climate-related events are expected to damage infrastructure, ecosystems, and social systems across the U.S. (U.S. Global Change Research Program 2018). California's Central Coast is expected to experience changes in precipitation patterns, reduced foggy days, increased extreme heat days, exacerbated drought and wildfire conditions, and acceleration of sea level rise leading to increased coastal flooding and erosion (Langridge 2018).

Climate change results from GHG emissions "…generated globally over many decades by a vast number of different sources" rather than from GHG emissions generated by any one project (Kostka and Zishke 2013; Hegerl et al. 2007). As defined in CEQA Guidelines Section 15355 and discussed in CEQA Guidelines Section 15130, "…a cumulative impact consists of an impact which is created as a result of the combination of the [proposed] project…evaluated…together with other projects causing related impacts." Therefore, by definition, climate change is considered a cumulative impact under CEQA.

County Environmental Threshold: On January 26, 2021, the County adopted interim GHG emissions thresholds of significance based on the County's 2030 GHG target (i.e., 50 percent below 2007 levels by 2030), which are in line with the State's GHG emission reduction goals. The interim GHG emissions thresholds are designed to identify: 1) a cumulatively considerable contribution to an existing adverse condition; and 2) a cumulatively significant impact in combination with other projects causing related impacts. A CEQA lead agency may determine that a project's incremental contribution to an existing cumulatively significant issue, such as climate change, is not significant based on supporting facts and analysis (CEQA Guidelines Section 15130[a][2]). The CEQA Guidelines direct that a project's contribution to a significant cumulative impact will be rendered insignificant if the project is required to implement or fund its fair share of a mitigation measure designed to alleviate the cumulative impact (CEQA Guidelines Section 15130[a][3]).

Consistent with CEQA Guidelines Section 15064.7, the County developed and adopted interim GHG emissions thresholds of significance through analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. CEQA Guidelines Section 15064.7(a) states, "[a] threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect." Projects that comply with an applicable threshold will normally have an insignificant effect on the environment. Projects that exceed or otherwise do not comply with an applicable threshold may have a significant effect on the environment and, as a result, may require project modifications or mitigation measures to avoid or reduce those effects to insignificant levels. The following thresholds reflect this general guidance as well as the specific guidance set forth in CEQA Guidelines Section 15064.4 regarding the significance of impacts from GHG emissions.

Per CEQA Guidelines Section 15064.4, the County considers the following factors, among others, when determining the significance of impacts from GHG emissions on the environment: 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 (e.g., CEQA Guidelines Section 15183.5[b]).

The thresholds framework consists, first, of a numerical threshold (Screening Threshold) and, second, an efficiency threshold (Significance Threshold). The County based the Screening Threshold on the types of land uses that the County permitted over a 10-year period (2010-2019). The County set the Screening Threshold at a level that captures the "fair share" of emissions from new development consistent with its 2030 GHG emissions target. The County based the Significance Threshold on the targeted level of emissions from new development in 2030 and projected population and employment for the unincorporated county for the same year. The interim GHG emissions thresholds recommend that land use projects be first assessed against a screening threshold of 300 metric tons of CO_2 equivalent per year (MT CO_2e/yr). Staff will compare the quantified GHG emissions against the 300 MT CO_2e/yr Screening Threshold using the Board-adopted Size-Based Project Screening Criteria Table, which lists the types and sizes of projects that will typically emit less than 300 MT CO_2e/yr. If the estimated GHG emissions are less than the Screening Threshold, staff can conclude that project will have an insignificant environmental impact, and the project

would require no further analysis. For projects that exceed the screening threshold, a service population threshold of 3.8 MT CO_2e is recommended.

Impact Discussion:

a, b) ***Insignificant.*** As previously described, construction activities associated with the proposed Project would include the use of a caisson drilling truck, a Bobtail dump truck, a standard excavator, a standard motor grader, compactor, concrete truck, delivery truck, and light trucks for worker transport. Additionally, a crane would be briefly used to install the proposed 80-foot-long free span bridge. The County presumes a project that is smaller than the size-based screening criteria, absent substantial evidence to the contrary, would have an insignificant impact and do not require further impact analysis. While not included as a part of the proposed Project, the proposed single-family dwelling would be less than the 62,000-sf screening threshold. Nevertheless, a CalEEMod analysis was still prepared for the proposed Project (see Attachment 4), and demonstrates that the intermittent use of heavy construction equipment would result in less than 300 MT CO_2e/yr. The intermittent use of heavy construction equipment over the 23.5-month construction period (refer to Table 1) would result in approximately 665.42 MT CO_2e/yr or 22.18 MT CO_2e/yr when amortized over a period of 30 years (see Table 6).[4] Consequently, the short-term construction-related GHG emissions would be less than the County's GHG emissions thresholds and would be less than significant.

Table 6. Estimated Annual Construction GHG Emissions (MT/yr)

Year	GHG Emissions			
	CO_2	CH_4	N_2O	CO_2e
2022	136.26	0.02	0.01	140.22
2023	508.55	0.04	0.05	525.20
Total				**665.42**
Amortized Emissions Over 30 Years				**22.18**

Source: WSP 2022; see Attachment 4.

Operational GHG emissions associated with the proposed Project – including the proposed single-family dwelling, attached garage, pool, and detached guest house – are estimated to be 5.07 MT CO_2e/yr (see Table 7). Long-term operational GHG emissions associated with the proposed Project would be far less than 300 MT CO_2e/yr and would be less than significant.

Table 7. Estimated Annual Operational GHG Emissions (MT/yr)

Year	GHG Emissions			
	CO_2	CH_4	N_2O	CO_2e
Area	0.01	<0.01	0.00	0.01
Energy	3.51	<0.01	<0.01	3.53
Mobile	0.64	<0.01	<0.01	0.65
Waste	0.26	0.01	0.00	0.57
Water	0.28	<0.01	<0.01	0.31
Total				**5.07**
Amortized Construction Emissions (refer to Table 6)				**22.18**
Operation + Amortized Construction Total				**27.25**

Source: WSP 2022; see Attachment 4.

[4] As described in the County's Environmental Thresholds and Guidelines Manual, "[t]he Significance Threshold shall apply the sum of the amortized construction emissions (i.e., dividing total construction emissions across all construction years by the number of years the project would operate or a default project lifespan of 30 years)…"

Cumulative Impacts: As previously described, ongoing reconstruction or repair of as many as 400 residences as well as public infrastructure (e.g., roads, bridges, new or expanded flood control detention basins) would involve heavy haul truck trips and other construction-related vehicle traffic that may coincide with GHG emissions from vehicles and heavy construction equipment associated with the proposed Project. However, because of the temporary nature and limited GHG emissions associated with construction, the contribution of the proposed Project to cumulative impacts would be considered incremental and not cumulatively considerable. The proposed project's total greenhouse gas emissions will be less than the applicable significance screening threshold of 300 MT CO_2e/yr, equivalent to the operational GHG emissions associated with up to a 62,000-sf single-family housing project. By ensuring that new development will not exceed its fair share of emissions by 2030, the thresholds help the County meet its 2030 GHG emissions target. Therefore, the incremental contribution of the proposed Project to a cumulative effect is not cumulatively considerable and the GHG emissions associated with the proposed Project would have an insignificant impact on the environment.

Mitigation and Residual Impact: No mitigation measures required. There would be no residual impacts associated with the implementation of the proposed Project.

4.4 BIOLOGICAL RESOURCES

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

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?		X			

Existing Setting: As described in Section 1.0, *Request / Project Description*, since the proposed Project was first conceived in 2008 the Development Plan has undergone numerous revisions, primarily a result of coordination with MFPD regarding fire access requirements and the proposed improvements to the existing unpaved dirt driveway, each of which required newly prepared biological evaluations (Tierney 2008; Hunt & Associates 2011, 2013, 2017, and 2018). In 2020, a sixth biological evaluation was prepared for the proposed Project to address final MFPD-requested revisions to the design of the driveway as well as removal of the Arizona crossing and inclusion of the 80-foot-long free span bridge over Hot Springs Creek. This biological evaluation also addressed existing conditions following the aftermath of the Thomas Fire in December 2017, which burned all of the Project site and most of the adjacent parcels, as well as the subsequent debris flow in January 2018, which significantly altered the channel and riparian corridor of Hot Springs Creek.

Site surveys were conducted by Hunt & Associates on April 17 and May 12, 2020. The field survey areas included the channel and riparian corridor of Hot Springs Creek extending 800 feet downstream and 1,200 feet upstream of the existing Arizona crossing over Hot Springs Creek, upland habitats within 50 feet of either side of the existing unpaved dirt driveway, and habitats in a 100-foot radius around the proposed single-family dwelling, attached garage, pool, and detached guesthouse where fire fuel management activities would be required as a part of the proposed landscaping plan.

The field surveys were timed to detect early- and late-season special-status annual plants. The surveys also overlapped with a significant portion of the nesting season for resident and migratory birds. Focused surveys for California red-legged frogs and special-status riparian birds were conducted along Hot Springs Creek for the 2011 and 2013 biological evaluations, but were not repeated for the 2020 evaluation due to lack of suitable habitat in the aftermath of the Thomas Fire in December 2017 and subsequent debris flow event in January 2018. Observations of special-status plants and wildlife within a 5-mile radius of the project area were referenced through the California Natural Diversity Database (CNDDB) (CDFW 2020) for the Goleta, Santa Barbara, Carpinteria, Little Pine Mountain, Hildreth Peak, and San Marcos Pass U.S. Geological Survey (USGS) 7.5-minute quadrangles (CDFW 2020), and CalFlora records (2020) (see Attachment 5).

Flora

Native vegetation communities within the Project site and the surrounding vicinity are closely associated with landforms: riparian woodland, including oak woodland, occurs along the floodplain of Hot Springs Creek and the lower reaches of tributaries to the main stem, and scrub vegetation occurs on upland, exposed slopes. These general communities are differentiated into vegetation alliances and associations on the basis of species composition.

Western Sycamore-Coast Live Oak Riparian Woodland (Platanus racemosa Woodland Alliance)

This plant community is closely associated with the active channel and floodplain of Hot Springs Creek. The existing unpaved dirt driveway at the existing Arizona crossing passes through this community. This segment of the Project site are located entirely within ESH mapped by the County of Santa Barbara (Hunt & Associates 2020; see Attachment 4).

The open tree canopy here is formed by nearly equal numbers of mature western sycamore (*Platanus racemosa*), coast live oak, with black cottonwood (*Populus balsamifera* ssp. *trichocarpa*), and white alder (*Alnus rhombifolia*). Arroyo willow forms a patchy sub-canopy. The canopy is relatively open in the reach that

parallels the existing unpaved dirt access road, and becomes denser upstream near the existing hairpin turn, which separates the lower and upper segments of the driveway, as the gradient of the channel steepens and the riparian corridor narrows. The understory is relatively open beneath mature trees on the south-facing slope along the north side of the access road and consists mainly of shrubs and native herbaceous species. Though the Thomas Fire scorched much of the upland vegetation within the Project site and the surrounding vicinity, the fire caused comparatively little damage to vegetation within the riparian corridor. Nevertheless, the subsequent debris flow scoured the channel several feet deeper, uprooting and removing at least 60 percent of the riparian trees (e.g., western sycamore, alder [*Alnus* spp.], and coast live oak) along this reach. Understory vegetation on the floodplain was completely removed. This vegetation, along with floodplain and channel material, including boulders up to 8 feet in diameter, were transported downstream.

Coast Live Oak Woodland (Quercus agrifolia Woodland Alliance)

This vegetation community occurs on slopes along the existing unpaved dirt driveway between elevations of approximately 824 feet and 920 feet above mean sea level and transitions into Western Sycamore-Coast Live Oak Riparian Woodland on the floodplain. The entire area of Coast Live Oak Woodland within the Project site and the surrounding vicinity is mapped ESH by the County of Santa Barbara (Hunt & Associates 2020; see Attachment 4).

Coast live oaks are also associated with the lower reaches of the two unnamed seasonal tributaries of Hot Springs Creek. Canopy density depends on soil moisture levels, slope, and aspect. Oak woodland transitions from oak riparian woodland on the floodplain into coastal sage scrub and chaparral on exposed slopes and shares woody and herbaceous understory species with both, including canyon sunflower (*Venegasia carpesioides*), elderberry (*Sambucus mexicana*), giant rye (*Elymus condensatus*), coastal wood fern (*Dryopteris arguta*), wood mint (*Stachys bullata*), greenbark ceanothus (*Ceanothus spinosus*), black sage (*Salvia mellifera*), phacelia (*Phacelia cicutaria*), mugwort (*Artemisia douglasiana*), California sagebrush (*Artemisia californica*), southern bush monkeyflower (*Diplacus longiflorus* var. *longiflorus*), Douglas' nightshade (*Solanum douglasii*), hummingbird sage (*Salvia spathacea*), miner's lettuce (*Claytonia perfoliata* subsp. *perfoliata*), dock (*Rumex* sp.), western bracken (*Pteridium aquilinum* var. *pubescens*), deer grass (*Muhlenbergia rigens*), and manroot (*Marah macrocarpus*). Mature coast live oaks also are emergent in scrub habitats, particularly chaparral. The Coast Live Oak Woodland vegetation community within the Project site was severely damaged by the Thomas Fire. The fire completely burned the understory in this plant community, then the subsequent debris flow stripped large amounts of soil from the steeply sloping ground and exposing bedrock in many places. However, these areas are recovering rapidly, and understory vegetative cover now exceeds 75 percent throughout most of the oak woodland habitats.

Coastal Sage Scrub and Chaparral

There are several vegetation alliances[5] within the Project site farther away from Hot Springs Creek that can be broadly classified as coastal sage scrub or chaparral. These scrub habitats cover most of the Project site and occur along the existing unpaved dirt driveway from an elevation of approximately 890 feet above mean sea level to the proposed single-family dwelling at 1,170 feet above mean sea level.

Coastal sage scrub contains a mixture of low-stature woody and herbaceous species, including native grasses. Chaparral is dominated by perennial, woody shrubs of typically taller stature and predominates on slopes at middle and higher elevations. The transition from one to the other is broad and contains species characteristic of both plant communities.

Within the Project site coastal sage scrub vegetation transitions from coastal sage scrub to chaparral at an elevation approximately 1,000 feet above mean sea level where soils become shallow, with exposed bedrock. Chaparral in these portions of the Project site is represented by bigpod ceanothus (*Ceanothus megacarpus*).

[5] A "vegetation alliance" is defined by plant species composition, habitat conditions, and diagnostic species (i.e., plant species that preferably occur in a single or a few vegetation types).

Prior to the Thomas Fire, cape ivy (*Delairea mikanioides*) was a conspicuous element of coastal sage scrub and woodland habitats within the Project site and the surrounding vicinity, where it completely covered the canopy in places. The fire removed much of this species, but it is rapidly spreading in some parts of the Project site. Seeps[6] are also scattered throughout chaparral in this area, their presence indicated by patches of shrubs, such as giant wild rye (*Leymus condensatus*) and elderberry.

Photograph 11. *Coastal sage scrub and oak woodland understory adjacent to the existing unpaved dirt driveway and within the footprint of the proposed driveway improvements.*

Native Grassland

The County's Environmental Thresholds and Guidelines Manual defines a native grassland as an area where native grassland species comprise 10 percent or more of the total relative cover. Removal or severe disturbance to a patch or patches of native grasses less than 0.25 acres, which is clearly isolated and is not a part of a significant native grassland or an integral component of a larger ecosystem, is usually considered a less than significant impact.

Prior to the Thomas Fire, four species of native grasses occurred as scattered individuals or patches of plants within the Project site along the edges of the existing unpaved dirt driveway between road elevations of approximately 888 feet and 1,170 feet above mean sea level: giant wild rye, small-flowered melic grass (*Melica imperfecta*), foothill needlegrass (*Nassella lepida*), and thin grass (*Agrostis pallens*). Site visits in February 2018 and July 2018 found only wild rye and melic grass present in these areas, distributed as scattered plants re-sprouting on burned slopes along the edges of the existing unpaved dirt driveway. A large colony of melic grass covering several hundred square feet was found in 2018 along the north side of the existing unpaved dirt driveway at an elevation of approximately 950 feet. Surveys in Spring 2020 found only scattered plants at this location, and melic grass, thin grass, and needlegrass were found scattered as individual plants along the edges of the upslope side of the driveway and proposed location for the single-family dwelling. None of these occurrences, from observations made in 2013 to 2020, are sufficiently large to meet the definition of native grasslands for total area or percent cover.

Special-Status Plant Species

Plummer's baccharis (*Baccharis plummerae*), listed by the CNPS as CRPR 4.3, was found within the disturbance footprint of the proposed driveway improvements during surveys in Spring 2020. A single shrub was found (Station 29+40 in Sheet C-1.8; see Attachment 1). No other special-status plant species have been observed within the Project site to date, although several species have a moderate to high potential to occur in woodland or scrub habitats located in close proximity to the Project site (see Table 8).

Fauna

Special-Status Wildlife Species

Three special-status wildlife species have been observed on-site during site visits between 2011 and 2020:

- Monarch butterfly – Candidate for listing under the Federal Endangered Species Act: several individuals (no aggregations) observed foraging across site during each site visit;
- Anna's hummingbird – CDFW Species of Special Concern (nesting): several individuals (likely nesting) observed on-site during all site visits; and

[6] A "seep" is a moist or wet place where water, usually groundwater, reaches the Earth's surface from an underground aquifer.

- Cooper's hawk – CDFW Species of Special Concern: two individuals observed foraging in 2011.

The Thomas Fire and subsequent debris flow significantly altered aquatic, riparian woodland, upland woodland, and scrub habitats throughout the Project site and the surrounding vicinity and may have extirpated local populations of many special-status wildlife species that could take years to recolonize these habitats. In particular, habitat for aquatic and aquatic-associated species has been severely modified or destroyed by the debris flow. South Coast newts, California red-legged frogs, southwestern pond turtles, and two-striped garter snakes, have been previously observed in the upper reaches of Hot Springs Creek as well as in Montecito Creek and Cold Spring Creek. The area of the Project site within the immediate vicinity of Hot Springs Creek no longer provides suitable breeding or foraging habitat for these species, but may still function as a dispersal corridor (see Table 8).

Table 8. Special-Status Plants and Wildlife with Potential to Occur within the Vicinity of the Project Site (5-Mile Radius) prior to Thomas Fire and Debris Flow

Common Name	Scientific Name	Regulatory Status*	Habitat Associations	Likelihood of Occurrence
Plants				
Plummer's baccharis	*Baccharis plummerae*	CRPR 4.3	Coastal sage scrub, chaparral, oak woodland, typically on cool-moist, north-facing slopes, but found in many shaded canyons on south slope of Santa Ynez Mountains.	One plant observed along upslope edge of the existing unpaved dirt driveway (Station 29+40 in Sheet C-1.8; see Attachment 1) during surveys in April 2020.
Mesa horkelia	*Horkelia cuneata* ssp. *puberula*	CRPR 1B.1	Chaparral, oak woodland, coastal sage scrub, and sandhill scrub on sandy soils along South Coast and sand dunes in western Santa Barbara County.	Moderate to high potential in sandy soils derived from sandstone parent material, but soils on-site, even those around sandstone outcrops north of the proposed single-family dwelling appear to be too dense for this species.
Cooper's lip fern	*Cheilanthes cooperi*	Locally Sensitive	Sandstone outcrops in canyons.	Likely occurs in sandstone outcrops in chaparral north of the proposed single-family dwelling, outside of the development footprint.
Santa Barbara bedstraw	*Galium cliftonsmithii*	CRPR 4.3	Chaparral and oak woodland.	*Galium nuttallii* observed on-site; high potential for *G. cliftonsmithii* on-site in chaparral habitat types.
Santa Barbara locoweed	*Astragalus trichopodus* var. *trichopodus*	Locally Sensitive	Oak-sycamore riparian woodland and coastal bluff scrub.	Moderate to high potential to occur within oak woodland habitat associated with the Hot Springs Creek riparian corridor.
South Coast Range morning-glory	*Calystegia collina* ssp. *venusta*	CRPR 4.3	Oak woodland, chaparral, and coastal scrub.	*Calystegia cyclostegia* observed on-site; moderate to high potential to occur in chaparral on-site.
Nuttall's scrub oak	*Quercus dumosa*	CRPR 1B.1	Coastal sage scrub and chaparral along south coast of Santa Ynez Mountains from Montecito to Goleta.	Not observed during site visits, but highly likely to occur in chaparral, particularly around sandstone outcrops, north of proposed single-family dwelling, outside of the development envelope.

Common Name	Scientific Name	Regulatory Status*	Habitat Associations	Likelihood of Occurrence
Invertebrates				
Monarch butterfly	*Danaus plexippus*	FC	Overwinters (October-April) in dense roosts within eucalyptus woodland and, to a lesser degree, sycamore-oak woodland, generally in association with drainages. Several known overwintering and autumnal roosts are located in region, but none reported from near the Project site.	A few individuals were observed on-site during site visits; however, no aggregations were identified.
Amphibians				
Coast Range newt	*Taricha torosa torosa*	SSC	Scour pools in rocky canyons throughout south slope of Santa Ynez Mountains.	Upper reaches of Hot Springs Creek provide good to excellent aquatic habitat. Tierney (2008) reports known occurrence in Hot Springs Creek. The Project site provides good upland habitat, but aquatic habitat may only be seasonally present.
California red-legged frog	*Rana draytonii*	FT; SSC	Day and nighttime surveys were conducted in February and March 2011 did not find any individuals (Hunt & Associates 2011). At that time and up to December 2017, the surveyed reach of Hot Springs Creek provided good- to excellent-quality foraging, breeding, upland (aestivation), and larval development habitat. Individuals are known to occur in the main stem of Montecito Creek, approximately 1 to 2 stream miles downstream of the surveyed reach of Hot Springs Creek (Hunt, pers. observ.), which is well within the dispersal abilities of adults and subadults, but this reach was severely damaged in the debris flow.	Not observed during focused surveys for this species, but species has a moderate to high potential of occurring at the Hot Springs Creek crossing and possibly unnamed drainage on Project site; good breeding and larval development habitat present along Hot Springs Creek; excellent upland habitat along both watercourses.
Reptiles				
California legless lizard	*Anniella pulchra*	SSC	Known from sandstone-derived soils in Santa Barbara County.	Moderate to high potential to occur in sandy soils in chaparral and oak woodland.
Two-striped garter snake	*Thamnophis hammondii*	SSC	Known from floodplain habitats associated with perennial and intermittent streams at several locations along south slope of Santa Ynez Mountains.	Moderate to high potential to occur in the Hot Springs Creek watershed and the unnamed tributary on the Project site.
Birds				
White-tailed kite	*Elanus leucurus*	FP	Resident in grassland and oak savanna in region; may form	Moderate to high potential to occur in vicinity of the Project site; however, unlikely to

Common Name	Scientific Name	Regulatory Status*	Habitat Associations	Likelihood of Occurrence
			communal roosts in oak and willow woodland.	establish long-term roosts or nests in or near the Project site.
Cooper's hawk	*Accipiter cooperii*	WL	Resident in oak riparian woodland throughout the region.	Observed in oak-sycamore riparian woodland during site visits; likely nests on-site in oak woodland habitats.
Allen's hummingbird	*Calypte anna*	SSC (nesting)	Uncommon spring migrant to shrublands and woodlands along south slope of the Santa Ynez Mountains.	Observed in oak-sycamore riparian woodland during site visits; likely nests on-site in oak woodland and chaparral.
Yellow warbler	*Dendroica petechia*	SSC	Uncommon to fairly common spring and fall transient in willow thickets and riparian woodlands along south slope of Santa Ynez Mountains.	High potential for nesting in Hot Springs Creek riparian corridor on-site.
Mammals				
Western red bat	*Lasiurus blossevillii*	SSC	Migratory species; may overwinter along the coast.	Moderate to high potential to occur on-site in fall and winter; known from temporary (daytime) roosts at several locations in Montecito.
Ringtail	*Bassariscus astutus*	FP	Occurrence poorly known because of secretive habits, but likely occurs in middle and upper portions of coastal watersheds throughout the south slope of the Santa Ynez Mountains.	Likely occurs on-site, especially in chaparral and oak woodland near Hot Springs Creek and the unnamed tributary; dens expected to occur in and around sandstone outcrops north of the Project site.
Mountain lion	*Felis concolor*	PE	Widely distributed throughout scrub, riparian, and woodland habitats throughout the Santa Ynez Mountains, including urban environments; large home range and dispersal ability.	The Project site is likely included within the home range of one or more mountain lions.

Sources: Tierney 2008; Hunt & Associates, 2011, 2013, 2017, 2018, and 2020.

County Environmental Thresholds: The County's Environmental Thresholds and Guidelines Manual includes guidelines for the assessment of impacts to biological resources. The following thresholds are applicable to this project:

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 plant or wildlife 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.

Riparian Habitats: Project-related 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.

Native Grasslands: In general, project-related impacts to native grasslands may be considered significant if they involve removal of or severe disturbance to a patch or a combined patch area of native grasses that is greater than 0.25 acre in size. The grassland must contain at least 10 percent relative cover of native grassland species (based on a sample unit). Impacts to patch areas less than 0.25 acres in size that are clearly isolated and not part of a significant native grassland or an integral component of a larger ecosystem are usually considered insignificant.

Oak Woodlands and Forests: Project-related impacts may be considered significant due to habitat fragmentation, removal of understory, alteration to drainage patterns, disruption of the canopy, removal of a significant number of trees that would cause a break in the canopy, or disruption in animal movement in and through the woodland.

Individual Native Trees: Project-related 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: The County's Environmental Thresholds and Guidelines Manual recognizes that 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.

Impact Discussion:

a, b) ***Significant but Mitigable.*** As previously described, two special-status vegetation alliances occur within the Project site: Western Sycamore-Coast Live Oak Riparian Woodland (*Platanus racemosa* Alliance) and Coast Live Oak Woodland (*Quercus agrifolia* Alliance). The proposed improvements to the existing unpaved dirt driveway would impact native vegetation within these vegetation communities, both of which are mapped as ESH by the County of Santa Barbara (Hunt & Associates 2020; see Attachment 4). Improvements to the existing unpaved dirt driveway, including removal of the existing Arizona crossing and construction of the bridge, would also impact riparian habitat mapped as ESH by the County of Santa Barbara. The proposed bridge as well as the driveway and associated retaining walls would be located immediately adjacent to the existing top of bank or in limited circumstances may form the new bank of Hot Springs Creek. Table 9 quantifies temporary and permanent impacts to habitats in the ESH overlay on Hot Springs Creek.

Table 9. Construction Disturbance in ESH

Project Element	Plan Sheet[1]	Area Within ESH	Disturbance
Demolish existing Arizona crossing over Hot Springs Creek	C-1.2	140 ft x 14 ft = 2,184 sf (0.05 ac) (minimum 1,200 linear ft within the banks and channel of creek)	Temporary
Install free span bridge and associated roadway improvements	C-1.2	Widen roadway between Stations 2+50 to Station 4+75 325 ft x 16 ft = 5,200 sf (0.12 ac) Widen roadway to 44 ft from Station 4+75 to Station 5+75 = 4,400 sf (0.10 ac)	Permanent

Project Element	Plan Sheet[1]	Area Within ESH	Disturbance
Install retaining walls along portions of new roadway on either side of bridge	C-1.2	350 ft x 4 ft = 1,400 sf (0.03ac)	Permanent
Widen existing 12-foot wide access road to 16 feet wide between, and install curbing along both sides of roadway throughout	C-1.5 C-1.6	Stations 10+00 to 22+00 1,200 ft x 18 ft wide = 21,600 sf (0.5 ac)	Permanent
Construct grade beams/retaining walls between Stations 11+75 to 16+00 and 17+50 to 20+00	C-1.4 C-1.5 C-1.6	675 linear feet x 5 ft wide = 3,375 sf (0.08 ac)	Permanent
Construct turnouts and hammerheads	C-1.4 C-1.5 C-1.6	Stations 12+25 to 13+25 = 2,600 sf (0.06 ac) Stations 14+00 to 15+00 = 4,300 sf (0.10 ac) Stations 16+25 to 16+75 = 1,000 sf (0.03 ac) Stations 17+75 to 18+25 = 1,000 sf (0.03 ac) Stations 19+75 to 20+50 = 1,800 sf (0.04 ac)	Permanent
Total Temporary Impacts in ESH		**2,184 sf (0.05 acres)**	
Total Permanent Impacts in ESH		**46,675 sf (1.07 acres)**	

Notes: [1] Refer to the plan sheets in Attachment 1 for a depiction of the individual project elements.
Source: Hunt & Associates 2020.

The removal of the existing Arizona crossing and the installation of the proposed 80-foot-long free span bridge would result in temporary impacts to the existing channel. Approximately 1.07 acres of mapped ESH would be permanently disturbed as a result of the proposed Project. Additionally, a single Plummer's baccharis shrub, listed by the CNPS as CRPR 4.3 was found within the proposed disturbance footprint for the driveway (Station 29+40 in Sheet C-1.8; see Attachment 1). Following the completion of construction, the bridge abutments and the retaining walls associated with the proposed free span bridge could become exposed as a result of flooding of Hot Springs Creek from storm events.

The disturbance and loss of mapped ESH and the previously observed Plummer's baccharis shrub would be potentially significant, but could be feasibly mitigated to a less than significant level with the proposed implementation of restoration plantings. The proposed Project – including the proposed removal of the Arizona crossing and the construction of the abutments for the free span bridge – would require a CWA Section 404 permit issued by USACE and a Section 401 Water Quality Certification issued by the Central Coast RWQCB. The proposed Project would also require a Lake and Streambed Alteration Agreement issued by CDFW pursuant to California Fish and Game Code Section 1600. The Applicant would be required to obtain these permits and comply with all required permit conditions. MM BIO-1 requires that a qualified biologist be on-site during all grading and construction activities to make sure all permit conditions are enforced and to protect sensitive vegetation communities to the maximum extent practicable. MM BIO-2 would require a pre-construction survey focusing on the presence of special-status species and flagging all special-status plant populations (e.g., Plummer's baccharis) located near the Project site. These plants would be protected to the greatest extent possible, relocated if necessary, and replaced in accordance with County-required mitigation ratios, if damaged. MM BIO-3 would require that the qualified biologist install orange construction fencing along the boundary of the disturbance footprint, preventing workers and equipment from damaging sensitive plant communities adjacent to the Project site. MM BIO-4 would require the qualified biologist to lead a worker orientation for all construction contractors emphasizing the presence of special-status species within and/or adjacent to the construction areas, identification of those species, their habitat requirements, applicable regulatory policies and provisions regarding their protection, measures being implemented to avoid and/or minimize impacts, and penalties for noncompliance. To address the potential loss of native flora, the proposed

Habitat Protection, Restoration, and Monitoring Plan (see MM BIO-5) requires that a qualified native plant nursery salvage all wood mint, coastal wood fern, western bracken fern, hummingbird sage, pacific blackberry, mugwort, and other rhizomatous species, as well as native perennial grasses or grass seed (if present) of native annual grasses, found within the construction footprint along the driveway and transplant at the edges of the roadway following construction. To ensure the success of replacement habitat, MM BIO-5 would also require control of invasive species and monitoring of the Project site for 5 years following construction and landscaping. MM FP-3 would require, to the maximum extent practicable, staging areas be designated within open areas away from existing vegetation so as to avoid fire risk to plant communities (see Section 4.7, *Fire Protection*). MM GEO-1 would require the implementation of a SWPPP, which would minimize sediment pollution into Hot Springs Creek by prohibiting work during rain events, properly cleaning equipment away from Hot Springs Creek, and installing silt fencing to prevent downslope transportation of sediments (see Section 4.8, *Geologic Processes*). MM BIO-10 would require the preparation of a detailed plan for the implementation of a bioengineering bank protection program consisting of suitable bank protection systems integrated along with riparian restoration along Hot Springs Creek. With the implementation of these mitigation measures, impacts to ESH and other special status plant species would be less than significant.

c, d) ***Significant but Mitigable.*** The existing unpaved dirt driveway would be widened from its existing average 11-foot width to a minimum 16-foot width in order to meet MFPD fire access requirements. In some locations near the proposed free span bridge, the proposed retaining walls would be located immediately adjacent to the existing top of bank or in limited circumstances may form the new bank of Hot Springs Creek. Curbing, retaining walls, and grade beams would be installed to stabilize the driveway as it crosses steep slopes. Under the proposed Project, 11 turnouts would be installed at various locations to facilitate emergency vehicle access. Table 10 quantifies the disturbance footprint that would result from this construction outside of ESH.

Table 10. Construction Disturbance Outside of ESH

Project Element	Plan Sheet[1]	Dimensions	Disturbance
Grade and pave roadway and install curbing on both sides of access road	C-1.6 C-1.7 C-1.8 C-1.9 C-1.10	Stations 22+00 to 37+25 1,525 ft x 18 ft = 27,450 sf (0.63 ac)	Permanent
Install retaining walls and grade beams, including over-excavation[2]	C-1.6 C-1.7 C-1.8 C-1.9 C-1.10	Beam: Stations 22+00 to 24+50 = 1,000 sf Wall: Stations 25+50 to 26+50 = 400 sf Beam: Stations 27+25 to 33+50 = 2,500 sf Wall: Stations 34+00 to 38+00 = 1,600 sf Wall: Stations 35+50 to 38+00 = 1,000 sf Beam: Stations 35+25 to 35+90 = 260 sf Wall: Stations 35+90 to 37+25 = 540 sf Total = 7,300 sf (0.17 ac)	Permanent
Install five storm drains[3]	C-1.6 C-1.7 C-1.8 C-1.9	300 sf per culvert x 5 culverts = 1,500 sf (0.035 ac)	Permanent
Install six turnouts	C-1.7 C-1.8 C-1.9 C-1.10	Station 22+50 = 500 sf Station 26+25 = 2,100 sf Station 28+50 = 750 sf Station 30+75 = 750 sf Station 33+00 = 800 sf Station 36+00 = 500 sf Total = 5,400 sf (0.13 ac)	Permanent

Project Element	Plan Sheet[1]	Dimensions	Disturbance
Construction of the single-family dwelling unit, including driveway, turnarounds, detached garage, pool, and detached guest house	C-1.10	25,600 sf (0.59 ac)	Permanent
Total Permanent Disturbance Outside ESH		**67,250 sf (1.55 acres)**	

Notes:
[1] Refer to the plan sheets in Attachment 1 for a depiction of the individual project elements.
[2] 48-inch-wide disturbance footprint each for grade beam and retaining wall installation.
[3] 10-foot-long by 30-foot-wide disturbance footprint per storm drain location.
Source: Hunt & Associates 2020.

Photograph 12. *Example of coastal sage scrub and small patches of native grasses that would be removed by the proposed driveway improvements.*

At least 1.55 acres of potential wildlife habitat would be permanently lost or significantly disturbed as a result of construction activities outside of ESH, including the proposed driveway improvements as well as the construction of the proposed single-family dwelling, attached garage, pool, and detached guest house. Impacts to native vegetation and wildlife would arise from direct removal of vegetation, soil disturbance, migration of soil downslope of roadway, slope erosion at drainage culvert outfalls, degraded wildlife habitat quality due to proliferation of invasive, non-native plants in disturbed soils, and displacement or mortality of wildlife due to habitat loss. Temporary impacts during construction activities may include burial of vegetation by soil during road grading, increased soil erosion on disturbed slopes, introduction and proliferation of invasive, non-native grasses and other vegetation that negatively affects habitat quality and increases fire potential, loss of mature trees, and increased noise and human presence during construction.

Nearly all of these permanent construction impacts would occur in coastal sage scrub and chaparral vegetation, but small isolated areas of native grasses also would be removed. Approximately 0.1 acres of native grasses belonging to four species were observed along the access road disturbance footprint in 2013 (Hunt & Associates 2013). The Thomas Fire removed all of this vegetation in 2017, but surveys conducted by Hunt & Associates in 2018 and Spring 2020 found these species in approximately the same locations, albeit in much lower densities. Native grasses were re-sprouting from burned basal clumps or growing from seed. The proposed driveway improvements through coastal sage scrub and chaparral habitats would cumulatively remove up to approximately 0.1 acres of native grasses, including small-flowered melic grass, foothill needlegrass, thin grass, and giant wild rye. The County criteria for classifying a habitat as native grassland is that patches of native grass must be at least 0.25 acres in areal extent and show a percent cover of at least 10 percent. None of the patches observed individually or cumulatively meet these criteria, but would be protected through mitigation measures to the maximum possible extent.

MM BIO-1 would require a qualified biologist to stay on-site throughout grading and construction, ensuring permit compliance and protecting vegetation. MM BIO-2 would require a qualified biologist to survey the work areas at the Project site to identify special-status plant species and vegetation communities. MM BIO-3 would require pre-construction fencing to protect sensitive habitat areas. MM BIO-4 would require a qualified

biologist to lead a worker orientation for all construction crews emphasizing the presence of special-status species and vegetation communities. MM BIO-5 would require implementation of the proposed Habitat Protection, Restoration, and Monitoring Plan to protect vegetation to the greatest extent possible. MM BIO-6 would require the Applicant to follow the County protocol for replacing the damaged and removed trees in accordance with County-required mitigation ratios. MM BIO-7 describes required mitigation if unexpected tree damage occurs, including tree replacement in accordance with County-required mitigation ratios. MM FP-3 would require, to the maximum extent practicable, staging areas to be designated within open areas away from existing vegetation (see Section 3.7, *Fire Protection*). With the implementation of these mitigation measures, the potential for a reduction in the extent, diversity, or quality of native vegetation would be less than significant.

e) ***Significant but Mitigable.*** County of Santa Barbara and Montecito Community Plan policies protect individual oak trees that exceed 4 inches diameter at breast height (dbh). Several mature western sycamores and mature coast live oaks will be removed or otherwise impacted by the proposed driveway improvements along the edge of the floodplain of Hot Springs Creek. The proposed Project would remove 11 trees from ESH and an additional two trees outside of ESH, for a total of 13 trees. In addition, 21 coast live oaks and 16 western sycamores would have their critical root zones impacted by 20 percent or more, according to the arborist report prepared for the proposed Project (McPherson 2020) (see Attachment 5). In order to replace the trees proposed for removal, the Applicant has proposed planting of 22 coast live oaks and 24 sycamores in 15-gallon stock. An additional 22 oaks and 24 sycamores would be planted to replace trees that have their critical root zones impacted during construction (see Attachment 2). MM BIO-6 would require the Applicant to prepare a Tree Protection Plan prepared by a qualified biologist to protect trees and critical root zones. MM BIO-7 outlines tree replacement guidelines for any trees removed or damaged during construction. These mitigations would increase the number of 15-gallon stock replacement trees to 150 in order to meet the County's requirement for a 3:1 replacement ratio. With these mitigation measures in place, impacts to specimen trees would be less than significant.

f) ***Significant but Mitigable.*** Future residential development at the Project site could result in the introduction of herbicides, pesticides, non-native plants, domestic animals, and other disturbances resulting from human habitation that without mitigation would have the potential to change or otherwise degrade the existing natural habitat both on-site and adjacent to the Project site. Strict adherence to the proposed Habitat Protection, Restoration, and Monitoring Plan, including prohibition on the use of invasive species in the landscape plan (MM BIO-5), tree replacement (MM BIO-7), and maintenance of proper storm water drains and drainageways to prevent ongoing erosion (MM BIO-8) would ensure that post-construction impacts associated with human habitation and use of the new residential structures and development are mitigated to the maximum extent feasible. With these mitigation measures in place, impacts associated with human habitation would be less than significant.

g, h) ***Significant but Mitigable.*** As previously described, three special-status wildlife species have been observed on-site during site visits between 2011 and 2020, including monarch butterfly, Anna's hummingbird, and Cooper's hawk. In addition, Coast Range newt, California red-legged frog, California legless lizard, two-striped garter snake, white-tailed kite, yellow warbler, western red bat, ringtail, and mountain lion all have moderate to high potential to occur on the Project site. However, much of the moderate and high quality habitat for these species was destroyed in the Thomas Fire and subsequent debris flow, which significantly altered aquatic, riparian woodland, upland woodland, and scrub habitats in the vicinity of the Project site (Hunt & Associates 2020).

The potential for incidental injury or mortality to special-status wildlife species would be reduced through the implementation of MM BIO-2, which would involve a pre-construction survey for special-status species to be conducted by a qualified biologist. Any sensitive species found in the work area during the pre-

construction survey would be left to leave on their own or would be relocated by the qualified biologist off-site to an area that provides suitable habitat conditions, which would be identified by the qualified biologist and confirmed by the County in coordination with the U.S. Fish and Wildlife Service (USFWS) and CDFW, prior to any ground disturbing activities. Similarly, with respect to nesting birds afforded protection under the Migratory Bird Treaty Act (MBTA), as required by MM BIO-9, the qualified biologist would conduct a pre-construction survey of the proposed disturbance areas and adjacent habitats within 1 week of the initiation of construction activities (i.e., mobilization, staging, vegetation clearing, or excavation) to avoid impacts to nesting raptors and other birds during the bird nesting season (February 1 to August 31). Additionally, MM BIO-4 would require a qualified biologist to lead a worker orientation for all construction crews emphasizing the presence of special-status wildlife species and their habitats. MM BIO-1 would require that all construction work be directed and supervised by the qualified biologist. If wildlife species are identified during construction, the biologist would stop or re-direct work to allow the individuals to leave on their own or to re-locate the individual to an area that provides suitable habitat conditions. MM FP-3 would require, to the maximum extent practicable, staging areas be designated within open areas away from existing vegetation (see Section 4.7, *Fire Protection*). This would further limit the potential for adverse impacts to upland habitats. With the implementation of these mitigation measures, there would be limited reduction in the numbers, range, or habitat for any special-status species, and impacts would be less than significant.

i, j) ***Significant but Mitigable.*** Construction associated with the proposed single-family dwelling, attached garage, pool, and detached guest house would permanently remove approximately 0.59 acres of potential wildlife habitat (Hunt & Associates 2020). Most of the impacts would occur in mixed coastal sage scrub, with comparatively small losses of chaparral and ruderal vegetation. Construction work in this area would occur on a ridgeline bordered by steep slopes. In addition to direct loss of and disturbance to native vegetation within the construction footprint, downslope impacts could occur to vegetation, wildlife habitat, and water quality in the tributaries and main stem of Hot Springs Creek as a result of soil erosion on disturbed slopes and proliferation of non-native grasses and other vegetation in disturbed areas that degrade habitat values for wildlife and increase the potential for fires. Additional permanent impacts to vegetation and wildlife include increased noise and human presence following the completion of construction.

The only development proposed within the stream corridor itself would be the removal of the existing 11-foot-wide by 54-foot-long Arizona crossing and its replacement with a proposed 80-foot-long free span bridge. As previously described, while removal of the existing Arizona crossing would result in temporary impacts, the replacement of the Arizona crossing with a free span bridge would ultimately improve aquatic habitat quality at the crossing because it would remove the existing pavement and restore the natural contours of the stream channel. Additionally, vehicles would no longer traverse the stream channel. MM BIO-5 would require the implementation of the proposed Habitat Protection, Restoration, and Monitoring Plan, which would include stipulations such as avoiding sensitive habitat areas to the maximum extent practicable and County-required habitat replacement ratios for each habitat type. As required by MM BIO-1, an on-site biologist would also be required during construction. MM GEO-1 would require that all work within the creek corridor only occur when the creek is dry and not flowing with water and would also require implementation of BMPs to prevent polluted runoff and impacts to water quality (see Section 4.8, *Geologic Processes*). MM BIO-10 would require the preparation of a detailed plan for the implementation of a bioengineering bank protection program consisting of suitable bank protection systems integrated along with riparian restoration along Hot Springs Creek. With these mitigation measures, proposed construction activities would not introduce any long-term barriers to movement or any other factors that would adversely affect migratory movement or wildlife habitat.

k) ***Significant but Mitigable.*** Future development of the Project site would introduce lighting, walls, fencing, noise, and the presence of both humans and potentially domesticated pets. Additionally, continuous fire fuel clearance and management would create a permanent loss of habitat area that currently provides foraging

habitat for wildlife. This would be considered an adverse impact within the immediate vicinity of the 0.59-acre pad for the proposed single-family dwelling, attached garage, pool, and guesthouse, but less than significant given the large areas of the 40-acre parcel that would remain undisturbed. However, impacts to the mapped ESH within and adjacent to Hot Springs Creek could result in potentially significant adverse impacts. In order to reduce these potential impacts to a less than significant level, MM BIO-5 would require the implementation of the proposed Habitat Protection, Restoration, and Monitoring Plan, which would be required to meet all County-required mitigation ratios and would include monitoring of native vegetation planted following construction. Additionally, MBAR review and approval of landscaping, fencing, and lighting plans would also be required in order to ensure compatibility with ESH protection policies. With these measures, impacts to normal wildlife activities would be less than significant.

Cumulative Impacts: As previously described, ongoing reconstruction or repair of as many as 400 residences as well as public infrastructure (e.g., roads, bridges, new or expanded flood control detention basins) associated with the 2018 debris flow would result in ground disturbance and vegetation removal that may have the potential to impact special-status species and sensitive habitats. The proposed Project also has the potential to impact sensitive species and habitats. However, the implementation of MM BIO-1 through MM BIO-10 would reduce impacts to less than significant with mitigation. Therefore, when considered with other cumulative projects in the region – including reconstruction efforts associated with the debris flows – the proposed Project would not contribute to a considerable cumulative impact.

Mitigation and Residual Impact: The following mitigation measures would reduce the potentially significant impacts to biological resource impacts to a less than significant level.

MM BIO-1: **On-site Biologist.** The Applicant shall designate a P&D-approved biologist to be on-site throughout all grading and construction activities. The qualified biologist shall monitor all grading and construction activities, including widening and paving of the existing driveway, removal of the Arizona crossing, construction of the free span bridge, and construction of the proposed single-family dwelling, attached garage, pool, and detached guest house. The qualified biologist shall monitor ESH, fencing, and protected trees, and ensure that all permit conditions are enforced.

Plan Requirements and Timing: The qualified biologist shall be on-site during all construction and staging activities.

Monitoring: The Applicant shall submit to P&D compliance monitoring staff the name and contact information for the approved biologist prior to commencement of construction/pre-construction meeting. P&D compliance monitoring staff shall site inspect as appropriate.

MM BIO-2: **Pre-construction Vegetation and Wildlife Surveys.** A P&D-approved biologist shall be contracted by the Applicant to conduct a pre-construction survey. No more than 3 days prior to ground disturbance, the qualified biologist shall conduct a pre-construction survey of the work area and surrounding riparian corridor for special-status species prior to each day of construction activities. The qualified biologist shall conduct a vegetation survey and flag all special-status plant populations (e.g., Plummer's baccharis) located near the Project site. If special-status plant species cannot be avoided, the number and species of special status plants impacted shall be documented by the qualified biologist. Mitigation shall include at a minimum relocation of any individuals that cannot be avoided to a suitable site within the immediate vicinity. If relocation of any individuals cannot be achieved or is determined to be infeasible by the qualified biologist, a suitable site within the immediate

vicinity shall be identified, and affected species shall be replaced at a County-required minimum ratio of three plantings per affected individual via seeding or container plants or a mixture of both. To protect the genetic integrity of the native plant populations, all native plants and seed materials used for plantings must be collected from the local watershed or the foothills of Montecito. Relocated or replacement plants shall be monitored quarterly by a qualified biologist each year for a minimum of 5 years to ensure the success of mitigation. Criteria for successful mitigation shall be at least 70-percent survival of the restored species.

Plan Requirements and Timing: The qualified biologist shall conduct the survey no more than 3 days prior to the commencement of any construction or staging activities. If relocation or replacement of impacted plant species is required, it must be documented in the Habitat Protection, Restoration, and Monitoring Plan (see MM BIO-5).

Monitoring: P&D shall approve the qualified biologist and ensure that the qualified biologist is present to direct and supervise all required construction activities. P&D permit compliance staff shall spot check in the field throughout construction activities. A construction completion report shall be prepared by the qualified biologist and submitted to the P&D for review following the completion of each construction phase (i.e., grading, bridge installation, driveway construction, and final occupancy clearance).

MM BIO-3: **Habitat Setback and Pre-Construction Fencing.** The qualified biologist shall supervise the temporary installation of orange construction fence along the boundaries of the disturbance footprint. The fencing shall be installed along both sides of the existing access road prior to any ground disturbance and shall be maintained for the duration of construction in this area. To the maximum extent feasible, all ground disturbances and vegetation removal shall be prohibited in a 100-foot setback from either side of the top of bank of Hot Springs Creek, a sensitive riparian habitat area. However, given the location of the existing unpaved dirt road and MFPD requirements for fire access, the proposed driveway improvements would encroach within this setback, particularly near the proposed hairpin turn. The area shall be fenced with orange construction fencing type and in a location that provides the maximum amount of buffer area when conditions do not allow a 100-foot setback.

Plan Requirements and Timing: The qualified biologist shall oversee installation of the fencing. Fencing shall be installed prior to all construction and staging activities. The riparian habitat area shall be shown on all grading plans.

Monitoring: P&D compliance monitoring staff shall confirm the installation of the fencing at the preconstruction meeting and perform site inspections throughout the construction phase.

MM BIO-4: **Worker Orientation.** Prior to the commencement of construction activities or staging, the qualified biologist shall provide worker orientation for all construction contractors (including site supervisors, equipment operators, and construction crews) which emphasizes the presence of special-status species within and/or adjacent to the construction areas, identification of those species, their habitat requirements, applicable regulatory policies and provisions regarding their protection, measures being implemented to avoid and/or minimize impacts, and penalties for noncompliance. This session shall be repeated for new workers and when non-compliance conditions arise.

Plan Requirements and Timing: The qualified biologist shall conduct the training prior to the commencement of any construction activities or staging.

Monitoring: The Applicant shall provide a worker orientation sign-in sheet to P&D permit compliance staff. P&D permit compliance staff shall spot check attendance in the field using the orientation sign-in sheet.

MM BIO-5: **Habitat Protection, Restoration, and Monitoring.** The Applicant shall submit for P&D approval a Habitat Protection, Restoration, and Monitoring Plan prepared by a P&D-approved biologist and designed to protect habitat or replace habitat in accordance with County-required mitigation ratios. At a minimum, the plan shall include the following requirements/components:

- Prior to initial grading, a qualified native plant nursery shall salvage all wood mint, coastal wood fern, western bracken fern, hummingbird sage, California blackberry, mugwort, and other rhizomatous species, as well as native perennial grasses or grass seed (if present) of native annual grasses, found within the construction footprint, particularly along the footprint of the proposed driveway improvements. This material shall be maintained at a native plant nursery and transplanted along the edges of the driveway following construction, as part of the landscape plan.
- Excavation work within or adjacent to sensitive habitats including native trees as determined by a qualified biologist (refer to MM BIO-3) shall be avoided to the maximum extent feasible. Where excavation must be performed within sensitive areas, it shall be performed with hand tools only. If the use of hand tools is deemed infeasible by P&D, excavation work may be authorized by P&D to be completed with rubber-tired construction equipment weighing 5 tons or less. If significant large rocks are present, or if spoil placement will impact surrounding trees, then a small tracked excavator (i.e., 215 or smaller track hoe) may be used as determined by P&D.
- The following shall be done only by hand and under the direction of a P&D-approved biologist:
    - Any excavation or trenching required within the dripline or sensitive root zone of any specimen within the habitat.
    - Cleanly cutting any roots of one inch in diameter or greater w/in the habitat.
    - Tree removal and trimming within the habitat.
- The plan must outline methods to be implemented to remove and control invasive and non-native vegetation at the Project site.
- Grading shall be designed to ensure that habitat areas have proper drainage during and after construction, per the recommendations of the qualified biologist.
- The plan shall require the use of native species, including locally obtained plants and seed stock, to be planted as per the P&D-approved landscaping plan.
- The new plantings shall be irrigated with drip irrigation on a timer, and shall be weaned off of irrigation over a period of 2 to 3 years.
- The plan must identify performance criteria for monitoring native trees, shrubs, and herbaceous species to be planted as per the P&D-approved

landscaping plan. These performance criteria must be monitored for a period of 5 years post planting, including summarizing monitoring results in an annual report to be submitted to P&D permit compliance staff for review and comment.

Plan Requirements and Timing: The Applicant shall submit the Habitat Protection, Restoration, and Monitoring Plan prior to issuance of the Zoning Clearance. The Applicant shall include as notes or depictions all plan components listed above, graphically depicting all those related to earth movement, construction, and temporarily and/or permanently installed protection measures prior to issuance of grading/building permits. The Applicant shall install habitat protection measures on-site prior to issuance of grading/building permits and pre-construction meeting. The Applicant shall maintain landscaping for 5 years following Final Building Inspection Clearance. The Applicant shall post a performance security prior to Zoning Clearance Issuance to ensure installation and maintenance for 5 years.

Monitoring: The Applicant shall demonstrate to P&D compliance monitoring staff that all required components of the approved plan(s) are in place as required prior to Final Inspection Clearance and maintained throughout the 5-year maintenance period. P&D compliance monitoring staff signature is required to release the installation security upon satisfactory installation of all items in approved plans and maintenance security upon successful implementation of this plan.

MM BIO-6: **Tree Protection Plan.** The Applicant shall submit a Tree Protection Plan prepared by a P&D-approved arborist and/or biologist and designed minimize damage to on-site trees. The plan shall include the following site plan components. The Applicant shall comply with and depict the following on the plan exhibit as well as the grading and building plans.

- Depict approved development envelopes, including utility corridors, irrigation lines, roadways, driveways.
- Depict equipment storage (including construction materials, equipment, fill soil or rocks) and construction staging and parking areas outside of the protection area.
- No grading for buildings, driveways improvements, utilities, or well placement shall take place within the area within 6 feet of the dripline of any trees not previously proposed and approved for removal.
- Individual trees located outside of the disturbance area, but within 25 feet of disturbance, shall be fenced at least 6 feet outside the critical root zone, unless approved grading shall occur closer to the trunk, or unless the tree is located far upslope.
- No irrigation is permitted within 6 feet of the dripline of any protected tree unless specifically authorized.
- All staging areas, parking areas, and washout receptacles shall be kept out of the critical root zones.
- Tree roots disturbed by construction shall be cut clean and kept moist until the soil can be back-filled. Trees disturbed within their critical root zone shall be deep fed and checked by a County-approved arborist for other treatment recommendations. If it becomes necessary to remove a tree, the tree shall be boxed and replanted.

- The following shall be completed only by hand and under the direction of a P&D-approved arborist/biologist:
    - Any trenching required within the dripline or sensitive root zone of any specimen.
    - Cleanly cutting any roots of 1 inch in diameter or greater, encountered during grading or construction.
    - Tree removal and trimming.
- If the use of hand tools is deemed infeasible by P&D, P&D may authorize work with rubber-tired construction equipment weighing 5 tons or less. If significant large rocks are present, or if spoil placement would impact surrounding trees, then a small tracked excavator (i.e., 215 or smaller track hoe) may be used as determined by P&D and under the direction of the P&D-approved biologist.

Plan Requirements and Timing: The Applicant shall: 1) submit the Tree Protection Plan; 2) include all applicable components in Tree Replacement Plan; 3) include as notes or depictions all plan components listed above, graphically depicting all those related to earth movement, construction, and temporarily and/or permanently installed protection measures. The Applicant shall comply with this measure prior to issuance of Zoning Clearance. Plan components shall be included on all plans prior to the issuance of grading/building permits. The Applicant shall install tree protection measures on-site prior to pre-construction meeting.

Monitoring: The Applicant shall demonstrate to P&D compliance monitoring staff that tree protection measures have been installed prior to pre-construction meeting, trees identified for protection were not damaged or removed, and if damage or removal occurred, that correction is completed as required by the plan prior to Final Building Inspection Clearance.

MM BIO-7: **Tree Replacement.** The Applicant shall submit for P&D approval a Tree Replacement Plan prepared by a P&D-approved arborist and/or biologist, designed to replace any trees damaged or removed during construction and including the following components:

- Trees must be replaced at a County-required ratio of 10:1 for sycamores or 10:1 for oaks if using 1 gallon nursery stocks, or 3:1 for both species if using 15-gallon stock due to larger nursery specimens having higher survival chances.
- The replacement trees shall be the same species as the ones removed.
- Locations of replanted trees must be shown on a map.
- Species shall be from locally obtained plans and seed stock.
- Trees shall be gopher fenced.
- The trees shall be irrigated with drip irrigation on a timer until established (a period to be established by the P&D-approved arborist.
- The trees shall be weaned off of irrigation over a period of 2 to 3 years.
- If replacement trees cannot all be accommodated on site, the Applicant shall submit a plan for P&D approval for replacement trees to be planted off-site.

Plan Requirements and Timing: Plans shall be submitted prior to issuance of Zoning Clearance. The Applicant shall post a performance security prior to issuance of Zoning Clearance to ensure installation and maintenance for a minimum of 5 years.

Monitoring: The Applicant shall demonstrate to P&D compliance monitoring staff that all required components of the approved plan(s) are in place as required prior to Final Inspection Clearance and maintained throughout the maintenance period. P&D compliance monitoring staff signature is required to release the installation security upon satisfactory installation of all items in approved plans and maintenance security upon successful implementation of this plan.

MM BIO-8: **Designated Construction Staging Areas, Parking Areas, Washout Areas, and Equipment Storage and Stockpile Areas.** The Applicant shall designate one or more construction equipment filling and storage areas and one or more washout areas for the washing of concrete trucks, paint, equipment, or similar activities within the Project site to contain spills, facilitate cleanup and proper disposal and prevent contamination from discharging to the water bodies, drainage ditches, storm drains, street, or creeks. All construction equipment shall be limited to designated work area and staging areas. Similarly, all construction worker parking would be limited to pre-arranged parking areas. Minor adjustments may be made in the field in consideration of physical constraints (e.g., topography), with the approval of the qualified biologist and P&D compliance monitoring staff. Construction equipment and vehicles shall not be driven or parked off of paved surfaces or existing dirt roads, except where required for approved work. No fill, soil, rocks, or construction materials shall be stored or placed on the side of the main access in the riparian area, except where required for approved work. Note that any polluted water and materials shall be contained in these areas and removed from the Project site weekly. The Applicant must identify equipment storage areas that are no larger than 50 sf unless otherwise approved by P&D staff. Staging, washout, and storage areas must be located at least 100 feet from any storm drain, waterbody, or sensitive biological resources. Equipment shall be staged in designated upland work areas as far from the active stream channel as possible. The grout station shall be staged no closer than 15 feet from flowing water. All staged equipment shall be equipped with secondary containment. A spill containment and cleanup kit shall be on-site at each location while work is in progress. Machinery, vehicles, and equipment shall not be re-fueled or otherwise maintained within 100 feet of Hot Springs Creek or its tributaries. Concrete washout areas shall be clearly marked, self-contained, and located at least 100 feet from the top-of-bank of the creek.

Plan Requirements and Timing: The P&D-approved biologist shall evaluate proposed staging and parking areas before any equipment can be brought to or staged near the Project site. Proposed staging areas, parking areas, washout areas, and equipment storage and stockpile areas shall be shown on a site plan submitted to P&D staff prior to issuance of Zoning Clearance. The locations should be shown on all building and grading permits and clearly marked with signage. The Applicant shall install the area prior to commencement of construction. All equipment shall be inspected by the qualified biologist before being moved to the staging areas.

Monitoring: P&D permit compliance staff shall spot check in the field throughout construction activities.

MM BIO-9: **Nesting Bird Surveys.** To avoid disturbance of nesting birds, including raptorial species, protected by the MBTA and California Fish and Game Code Sections 3503, 3503.5, and 3513, construction activities shall occur outside of the bird nesting season (February 1 through August 31), whenever feasible. If these activities must occur during the bird nesting season, then a pre-construction nesting bird survey shall be performed by the P&D-approved biologist. Pre-construction surveys for nesting birds shall occur within the area to be disturbed and shall extend outward from the disturbance area by 500 feet. The distance surveyed from the disturbance may be reduced if property boundaries render a 500-foot survey radius infeasible, or if existing disturbance levels within the 500-foot radius (such as a steep ledge or rocky area) are such that Project-related activities would not disturb nesting birds in those outlying areas. If any occupied or active bird nests are found, a buffer shall be established and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. The buffer shall be 300 feet for non-raptors and 500 feet for raptors, unless otherwise determined by the P&D-approved biologist. Buffer reductions shall be based on the known natural history traits of the bird species, nest location, nest height, existing pre-construction level of disturbance in the vicinity of the nest, and proposed construction activities. All construction personnel shall be notified as to the location of the buffer zone and to avoid entering the buffer zone during the nesting season. Blasting, if necessary to remove bedrock during construction, shall not be used during the bird nesting season between March 1 and August 1. No ground disturbing activities or vegetation removal shall occur within this buffer until the P&D-approved biologist has confirmed that nesting is completed, the young have fledged and are no longer dependent on the nest, or the nest fails, and there is no evidence of a second nesting attempt; thereby determining the nest unoccupied or inactive. If birds protected under MBTA or the California Fish and Game Code are found to be nesting in construction equipment, that equipment shall not be used until the young have fledged and are no longer dependent on the nest, and there is no evidence of a second nesting attempt.

Plan Requirements and Timing: If construction must begin within the nesting season, then the pre-construction nesting bird survey shall be conducted no more than 1 week (7 days) prior to commencement of vegetation removal, grading, or other construction activities. Active nests shall be monitored by the biologist at a minimum of once per week until it has been determined that the nest is no longer being used by either the young or adults, and there is no evidence of a second nesting attempt. Bird survey results and buffer recommendations shall be submitted to P&D permit compliance staff for review and approval prior to commencement of grading or construction activities. The qualified biologist shall prepare weekly monitoring reports, which shall document nest locations, nest status, actions taken to avoid impacts, and any necessary corrective actions taken. Active nest locations shall be marked on an aerial map and provided to the construction crew on a weekly basis after each survey is conducted. Active nests shall not be removed without written authorization from USFWS and CDFW.

Monitoring: P&D permit compliance staff shall review the survey report(s) for compliance with this condition prior to the commencement of ground-disturbing activities or construction activities and perform site inspections throughout the construction period to verify compliance in the field.

MM BIO-10 **Bioengineering Bank Protection Program.** The Applicant shall submit for P&D approval a Bioengineering Bank Protection Program prepared by a P&D-approved engineer. The

program would involve the use of suitable bank protection systems integrated with the riparian restoration (refer to MM BIO-5). These measures shall be focused on minimizing the potential and/or frequency of abutment and retaining wall exposure during flooding events.

Plan Requirements and Timing: Plans shall be submitted prior to issuance of Zoning Clearance. The Applicant shall demonstrate to P&D compliance monitoring staff that all required components of the approved plan are in place as required prior to Final Inspection Clearance. Maintenance is required for the life of the proposed Project and transfer of this responsibility is required for any subsequent sale of the property. The condition of transfer shall include a provision that the property owners conduct maintenance inspection at least once a year and retain proof of inspections. The Applicant shall record a buyer notification that reads as follows: "IMPORTANT: BUYER NOTIFICATION: Long-term maintenance of the free span bridge and retaining walls – including all bioengineered structures – shall be the responsibility of the Owner. Maintenance is required for the life of the project and transfer of this responsibility is required for any subsequent sale of the property. The condition of transfer shall include a provision that the property owners conduct maintenance inspection at least once/year, retain proof of inspections, submit proof to the County upon request and allow the County access to the property to inspect to ensure compliance."

4.5 CULTURAL RESOURCES

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Cause a substantial adverse change in the significance of any object, building, structure, area, place, record, or manuscript that qualifies as a historical resource as defined in CEQA Section 15064.5?		X			
b. Cause a substantial adverse change in the significance of a prehistoric or historic archaeological resource pursuant to CEQA Section 15064.5?		X			
c. Disturb any human remains, including those located outside of formal cemeteries?		X			
d. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1) 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		X			

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
2) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.					

Existing Setting: The Barbareño Chumash resided throughout the South Coast from Carpinteria west to Point Conception. The coastal areas along the Santa Barbara Channel represent the highest density of prehistoric occupation along the West Coast. Larger tribal villages are recorded closer to the coastline, particularly at the confluence with creeks and/or estuaries. Smaller temporary campsites and special activity areas (e.g., plant gathering/processing and hunting areas) were located in higher elevations within the foothills of the Santa Ynez Mountains, often in close proximity to fresh water sources such as Cold Springs Creek.

As previously described, an archaeological site records and literature search at the CCIC, University of California, Santa Barbara, was conducted on September 12, 2019. The records search included a review for known archaeological sites, previously undertaken cultural resource surveys, and any sites listed on the NRHP, CRHR, CHL, or local monuments occurring within the Project site. This search included a review of all sites and surveys within a 0.5-mile radius of the Project site. The search found no previously documented archaeological sites or cultural resources within the Project site or the immediate vicinity. Contact with the Native American Heritage Commission (NAHC) on September 24, 2019, concluded that there were no findings of Sacred Land Files in the Project site (Leftwich 2019; see Attachment 7).

Pursuant to the requirements of AB 52, the County contacted the local Native American tribal representatives of the Santa Ynez Band of Chumash Indians (SYBCI) and Barbareño/Ventureño Band of Mission Indians to formally notify the tribes of a consultation opportunity. The County sent a letter and an e-mail communication on November 1, 2021, to Kenneth Kahn, Tribal Chairman, SYBCI and Julie Tumamait-Stenslie, Chair, Barbareño/Ventureño Band of Mission Indians. On November 2, 2021, Kelsie Shroll replied that the Elders' Council request no further consultation on the proposed Project, but requested notification of consultation pursuant to Section 106 of the National Historic Preservation Act. The Barbareño/Ventureño Band of Mission Indians did not reply to the formal notification for the County (see Attachment 8).

A pedestrian survey was conducted on September 13, 2019, during which the lower segment and upper segment of the Project site were both surveyed using 7-meter-wide transects. The area contains a low amount of modern trash and debris, including cloth, bottle glass fragments, paper fragments, plastic fragments, wire, flagging tape, concrete fragments, and plastic bottle caps. Several discrete brush push piles and small heaps of bent, twisted metal pipes were noted along the eastern road edge, most likely the result of mudslide cleanup. However, no cultural or archaeological materials were observed within the Project site (Leftwhich 2019). An Extended Phase I Archaeological Resources Investigation was not recommended or undertaken as no cultural materials were observed, no previously recorded cultural resources exist within

or adjoining the Project site, and the potential for buried cultural deposits or archaeological resources is low.

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

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

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

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

a-d) ***Significant but Mitigable***. There are no built historic resources within the Project site or in the surrounding vicinity. Additionally, the Phase I Archaeological Assessment determined that the potential for buried cultural deposits or archaeological resources is low (Leftwich 2019). Nevertheless, MM CUL-1 would require the presence of a P&D-approved archaeological monitor during scarification and ground disturbing activities in compliance with the provisions of the County Archaeological Guidelines. As

described further in MM CUL-2 and MM CUL-3, the Applicant shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping, or other construction-related activities. The P&D-approved archaeological monitor shall evaluate the significance of the find in compliance with the provisions of the County Archaeological Guidelines and conduct appropriate mitigation to be funded by the Applicant. In the unlikely event that potential human remains are identified during excavations or grading, all activity in the vicinity of the find would be immediately suspended and redirected elsewhere. All steps required to comply with Public Resources Code 5097.98 would be implemented. With the implementation of MM CUL-1 through MM CUL-3 impacts to archaeological, prehistoric, and historic resources, as well as human remains, would be less than significant.

Cumulative Impacts: As previously described, ongoing reconstruction or repair of as many as 400 residences as well as public infrastructure (e.g., roads, bridges, new or expanded flood control detention basins) associated with the 2018 debris flow would result in construction activities and ground disturbance that may have the potential to impact historic built resources or buried archaeological resources. Based on the lack of known archaeological resources in the vicinity of the Project site, the proposed Project would not be expected to result in impacts to known archaeological, prehistoric, and tribal resources. Nevertheless, the implementation of MM CUL-1 through MM CUL-3 would reduce impacts to less than significant with mitigation. Therefore, when considered with other cumulative projects in the region – including reconstruction efforts associated with the debris flows – the proposed Project would not contribute to a considerable cumulative impact.

Mitigation and Residual Impact: While highly unlikely, the implementation of the following mitigation measures would reduce potentially significant impacts to cultural resources to less than significant:

MM CUL-1: **Cultural Resource Monitors.** The Applicant shall have all earth disturbances including scarification and placement of fill within the archaeological site area monitored by a P&D-approved archaeologist in compliance with the provisions of the County Archaeological Guidelines. The Applicant shall be responsible for funding a P&D-approved archaeological monitor. The archaeological monitor shall be present during all construction activities in compliance with the provisions of the County Archaeological Guidelines.

Plan Requirements and Timing: Prior to the issuance of Zoning Clearance, the Applicant shall submit for P&D review and approval, a contract or Letter of Commitment between the Applicant and the archaeologist, consisting of a project description and scope of work, and once approved, shall execute the contract.

Monitoring: The Applicant shall provide P&D compliance monitoring staff with the name and contact information for the assigned on-site monitor(s) prior to grading/building permit issuance and pre-construction meeting. P&D compliance monitoring staff shall confirm monitoring by archaeologist and P&D grading inspectors shall spot check field work.

MM CUL-2: **Stop Work at Encounter.** The Applicant and/or their agents, representatives, or contractors shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping, or other construction-related activity. The Applicant shall immediately contact P&D and the P&D-approved archaeologist shall evaluate the significance of the find in compliance with the provisions of the County Archaeological Guidelines and conduct appropriate mitigation funded by the Applicant.

Plan Requirements and Timing: This condition shall be printed on all building and grading plans.

Monitoring: P&D permit processing planner shall check plans prior to issuance of Zoning Clearance and P&D compliance monitoring staff shall spot check in the field throughout grading and construction.

MM CUL-3: **Encountering Human Remains.** Consistent with CEQA Guidelines Section 15064.5(e), if human remains are accidentally discovered or recognized during construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who shall then help determine what course of action should be taken in dealing with the remains. Per Public Resources Code 5097.98, the landowner shall 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 (Public Resources Code 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

Plan Requirements and Timing: If human remains are discovered, construction activities would stop immediately. The Applicant shall immediately contact P&D permit compliance staff, who would be responsible for contacting the County Coroner.

Monitoring: P&D permit compliance staff shall ensure that no further disturbance shall occur until the County Coroner has made all necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98.

4.6 ENERGY

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Substantial increase in demand, especially during peak periods, upon existing sources of energy?			X		
b. Requirement for the development or extension of new sources of energy?			X		

Existing Setting: Private electrical and natural gas utility companies provide service to customers in the unincorporated areas of the County. The local efforts that support energy efficiency include the adoption of the ECAP (County of Santa Barbara 2015a) and the creation of the Energy and Sustainability Initiatives Division (County of Santa Barbara 2015b).

According to the California Energy Commission (CEC), California used approximately 288,613 gigawatts per hour of electricity in 2017 (CEC 2018). Electricity usage in California for differing land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the

efficiency of all electricity consuming devices within a building. Because of the State's energy efficiency standards and efficiency and conservation programs, California's per-capita energy use has remained stable for more than 30 years, while the national average has steadily increased (CEC 2018).

Natural gas represents one third of energy commodities consumed in California, and mainly falls into four sectors: 1) residential; 2) commercial; 3) industrial; and 4) electric power generation. In addition, natural gas is a viable alternative to petroleum for use in cars, trucks, and buses. According to the U.S. Energy Information Administration (EIA), California used approximately 2.382 quadrillion British thermal units of natural gas in (EIA 2019). By sector, industrial uses utilized approximately 35.8 percent of the State's natural gas, followed by approximately 35 percent from electric power, approximately 17.5 percent from residential uses, approximately 10.3 percent from commercial uses, and approximately 1.5 percent from transportation uses (EIA 2019).

County Environmental Thresholds: The County has not established significance thresholds for electrical and/or natural gas service impacts. Private electrical and natural gas utility companies provide service to customers in Central California and Southern California, including the unincorporated areas of the County.

Impact Discussion:

a, b) ***Insignificant.*** The County has not identified significance thresholds for electrical and/or natural gas service impacts. Private electrical and natural gas utility companies provide service to customers in Central and Southern California, including the unincorporated areas of Santa Barbara County. The proposed Project consists of a new single-family dwelling, attached garage, pool, and detached guesthouse. The Applicant would be required to obtain "can and will serve" letters from all associated utility providers for the area and provide copies of these letters to P&D. As such, it is anticipated that the providers would be able to serve the property without undue strain on the existing infrastructure. In summary, the proposed Project would have a negligible effect on regional energy supplies.

Cumulative Impacts: The proposed Project would create a negligible demand on existing energy sources. When considered with other cumulative projects in the region – including reconstruction efforts associated with the debris flows – the proposed Project would not contribute to a cumulatively considerable impact on energy resources.

Mitigation and Residual Impact: No mitigation is required. Residual impacts associated with the proposed Project would remain less than significant.

4.7 FIRE PROTECTION

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Introduction of development into an existing high fire hazard area?		X			
b. Project-caused high fire hazard?		X			
c. Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for fire fighting?			X		

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
d. Introduction of development that will hamper fire prevention techniques such as controlled burns or backfiring in high fire hazard areas?		X			
e. Development of structures beyond safe Fire Dept. response time?			X		

Existing Setting: Due to relatively low annual precipitation, highly flammable vegetation, and high velocity "sundowner" and "Santa Ana" winds, the County has routinely experienced major wildfires that can threaten residents' safety and damage property. One of the most recent examples in the region was the Thomas Fire, which burned approximately 281,893 acres. Following the Thomas Fire in December 2017, a subsequent storm event in January 2018 resulted in substantial debris flows along several creeks in the south coast of Santa Barbara County. The debris flows impacted expansive areas within the community of Montecito, resulting in 23 fatalities, damage to or loss of more than 400 homes and dozens of businesses, and temporary but prolonged closure of U.S. Highway 101.

Photograph 13. *The proposed single-family dwelling would be located just over 1 mile from MFPD Station No. 2.*

According to information obtained from the California Department of Forestry and Fire Protection (CAL FIRE), the Project site is located in a State and local Very High Fire Hazard Severity Zone (CAL FIRE 2020). The County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) also designates critical hazard areas of the County, as areas subject to greater threat from wildfire, and identifies these areas based on slope, vegetation, ability to respond to fire threats, and localized weather conditions to assist in preparation of County hazard mitigation and response planning (County of Santa Barbara Office of Emergency Management 2017).[7] The Project site is located within an area designated as being at risk to extreme threat to wildfire.

The Project site occurs within the service area of the MFPD. The Project site is located approximately 1.3 miles northeast from MFPD Station No. 2, located at 2300 Sycamore Canyon Road.

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

- The emergency response thresholds include Fire Department staff standards of one on-duty firefighter per 4,000 persons (generally 1 engine company per 12,000 people, assuming three firefighters/station). The emergency response time standard is approximately 5 to 6 minutes.
- Water supply thresholds include a requirement for 750 gallons per minute (gpm) at 20 pounds per square inch (psi) for all single family dwellings.

[7] The Santa Barbara County MJHMP is currently undergoing revisions. The 2022 Draft MJHMP is complete and available for review here: https://readysbc.org/2021/03/19/2022mjhmpupdate/.

- The ability of the County's engine companies to extinguish fires (based on maximum flow rates through hand held line) meets state and national standards assuming a 5,000-sf structure. Therefore, in any portion of the MFPD's response area, all structures over 5,000-sf are an unprotected risk (a significant impact) and therefore should have internal fire sprinklers.
- Access road standards include a minimum width (depending on number of units served and whether parking would be allowed on either side of the road), with some narrowing allowed for driveways. Cul-de-sac diameters, turning radii and road grade must meet minimum Fire Department standards based on project type.
- Two means of egress may be needed and access must not be impeded by fire, flood, or earthquake.

A potentially significant impact could occur in the event any of these standards is not adequately met.

MFPD Standards: The MFPD has implemented a number of development standards that are applied to all projects within the District in evaluating potential impacts associated with proposed development. These development standards are discussed in detail within the MFPD's Fire Protection Plan and include the following areas: roofing assembly requirements, vegetation management / defensible space, access requirements, water supply and on-site storage, and automatic fire sprinklers (MFPD 2019).

Impact Discussion:

a, b, d) ***Significant but Mitigable.*** The Project site is located within a rural, mountainous, and Very High Fire Hazard Severity Zone of the County (County of Santa Barbara Office of Emergency Management 2017). The proposed construction of a new single-family dwelling and detached guesthouse would result in additional habitable development within an existing high-risk area that is not currently served by public water. In order to reduce impacts associated with the proposed development in the Very High Fire Hazard Severity Zone to less than significant, MM FP-1 would require a Fuel Management Plan directing the Applicant to remove dead and dying vegetation and to create defensible space around the structures. MM FP-2 would require that the structures be built with fire-resistant materials. MM FP-3 would require that the construction crews take special care to prevent sparks that could ignite a forest fire, including maintaining staging areas and using power tools and equipment away from vegetation. Implementation of these measures would reduce the potentially significant impact to fire protection to a less than significant level.

c, e) ***Insignificant.*** While there are no fire service lines or fire hydrants, the proposed Project would not obstruct or preclude the use of existing regional water sources use to fight wildfires. The proposed Project would include an on-site well that would provide the necessary water for fire-fighting activities. The Project site is approximately 1.3 miles from the closest fire station, but through the hills it would take approximately 19 minutes from the fire station for crews to arrive to the proposed single-family dwelling. To allow access for firefighting crews, the proposed Project would widen and pave the existing unpaved dirt driveway to a 16-foot minimum width. The proposed driveway improvements would include 11 turnouts, including small and square-shaped turnouts approximately 15 to 16 feet in width, trapezoidal turnouts ranging from 32 to 63 feet in length and from 10 to 36 feet in width, and a hammerhead turnaround approximately 72 feet long and 44 feet wide. Additionally, the proposed Project would replace the existing Arizona crossing with a free span bridge over the Hot Springs Creek, as required by MFPD as well as CDFW and agreed to by the Santa Barbara County Flood Control District.[8] Each of these project design features were extensively coordinated with the MFPD and would ensure that impacts associated with fire access would be less than significant.

[8] MFPD expressed concerns during the planning process that the Arizona crossing and/or a "low-flow" bridge design (e.g., culvert) would likely end up with flood waters and/or rock on top of the crossing in a major storm event, which would block emergency access.

Cumulative Impacts: The proposed Project would introduce new permanent development into the existing Very High Fire Hazard Severity Zone but would not affect the existing access or response time of MFPD Station No. 2. Further, the implementation of MM FP-1 through MM FP-3 would reduce the risk of wildfire hazard through various requirements intended to reduce the potential for accidental spark or ignition during the proposed construction activities. Therefore, when considered with other cumulative projects in the region – including reconstruction efforts associated with the debris flows – implementation of the proposed Project would not contribute to a cumulatively considerable impact.

Mitigation and Residual Impact: The implementation of the following mitigation measures would reduce potentially significant impacts related to fire protection to a less than significant level:

MM FP-1: **Fuel Management Plan.** The Applicant shall submit a Fuel Management Plan, which is consistent with the Habitat Protection, Restoration, and Monitoring Plan (refer to MM BIO-5), prepared by a P&D-approved biologist, and designed to maintain defensible space around habitable structures while preserving native plants and habitat areas to the maximum extent feasible. The total management area shall be 100 feet from structures or to the property line, whichever is closer, with treatment areas broken into two zones: Zone 1 – the first 30 feet from structures (0-30 feet), and Zone 2 – the next 70 feet from structures (30-100 feet). The plan shall include the following requirements/components:

- Within Zone 1 (0-30 feet): Trees shall be thinned as required and free of all dead, dying and diseased material.
- Within Zone 1 (0-30 feet): Where trees are immediately adjacent to driveways, trees shall be limbed up to a height of 13.5 to allow fire truck clearance.
- Within Zone 1 (0-30 feet): Trees shall be trimmed such that they do not overhang the roofline. No tree canopy shall be located within 10 feet of chimneys.
- Within Zone 1 (0-30 feet): Following removal of existing vegetation, the cleared area shall be revegetated with fire resistive, non-invasive plants subject to required maintenance and irrigation.
- Within Zone 2 (30-100 feet): Native vegetation may remain in place and thinned in a mosaic pattern to reduce fuel volumes substantially. Thinning shall occur to the maximum extent feasible to meet the Californian state law (Public Resource Code Section 4291) for vertical and horizontal continuity. This zone shall be thinned to allow native vegetation to have a growing period. The growing period shall allow for the vegetation to grow to the minimum standards and then a cut-back shall be required to the maximum extent required. The vegetation shall not be allowed to encroach on the minimum standard for vertical and horizontal requirements at any time. Vegetation management shall require multiple cut-backs each year to maintain this standard.
- Within Zone 2 (30-100 feet): Priority shall be given to protecting endangered plant species and sensitive native plants when conducting mosaic clearance to the maximum extent feasible.
- Within Zone 2 (30-100 feet): Protected native coast live oak trees shall remain in place and are protected as part of the mapped environmentally sensitive habitat. No planting of non-native vegetation shall occur in this area. Thinning of lower limbs, removal of dead plant material and removal of understory vegetation shall only occur in this area.

Plan Requirements and Timing: The Applicant shall submit the Fuel Management Plan for review and approval by P&D and MFPD prior to issuance of Zoning Clearance. Compliance with the MFPD's fuel management standards shall be required for the life of the proposed Project.

Monitoring: The Applicant shall demonstrate to P&D compliance monitoring staff that fuel clearance has been completed according to the requirements specified within this condition and as a part of the Fuel Management Plan prior to Final Occupancy Clearance. MFPD shall perform ongoing inspection as needed and respond to complaints.

MM FP-2: **Fire Resistant Materials.** Fire resistant building materials and construction methods shall be used in future development of the property. Fire resistant materials shall be used for all structures and walls. Some examples of fire resistant building materials include: adobe, ferrocement, tile, brick, rock and concrete.

Plan Requirements and Timing: Plans for building permits shall note all construction materials to be used. P&D shall verify that materials are listed on plans prior to approval of building permits.

Monitoring: County inspection staff shall verify that fire resistant materials are installed per approved plans during construction and prior to final inspection clearance.

MM FP-3: **Fire Protection.** During construction, all appropriate measures shall be taken to minimize the potential for brush fires from use of heavy construction equipment, vehicles with catalytic converters, mechanized hand tools, etc. These measures shall include, but shall not be limited to:

- To the maximum extent practical, staging areas for handheld power tools and/or heavy construction equipment shall be designated within open areas away from existing vegetation and in areas of reduced risk of ignition;
- Construction crews shall be required to have an extinguisher on-site during construction activities involving the use of handheld power tools or heavy construction equipment.
- Personnel shall be briefed on the dangers of wildfire and be able to respond accordingly should the need arise;
- On-site supervisor(s) shall have a cell phone, satellite phone, or other means of initiating a 911 response time in a timely manner in the event of a wildfire and/or medical emergency;
- All dead and decadent vegetation immediately surrounding the driveway and the building pad shall be removed at the discretion of the qualified biologist and all soil disturbance other than debris removal should be kept at a minimum;
- Smoking shall be prohibited during construction activities other than in a designated staging area; and
- All equipment maintenance and refueling shall occur off-site or within the designated staging area.

Plan Requirements and Timing: The Applicant and/or their agents, representatives, or contractors shall demonstrate all required provisions for fire protection to the P&D prior to issuance of subsequent Zoning Clearance by the County. The name and telephone number

of the on-site supervisor shall be provided to P&D as well as the MFPD prior to issuance of Zoning Clearance.

Monitoring: P&D permit compliance staff shall spot check in the field throughout construction activities.

4.8 GEOLOGIC PROCESSES

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

Existing Setting: Four geologic reports have been prepared for the Project site: a soils engineering report completed by GeoSolutions, Inc. in 2013, preliminary foundation investigations conducted by Pacific Materials Laboratory in 2006 and 2011, and a preliminary geologic study done by Adam Simmons Consulting in 2007.

The Project site is situated on a northeast-southwest trending ridgetop that has varying degrees of downward slopes. During original grading operations for the existing driveway and building pad, undocumented fill

was placed along various downward sloping areas of the road and along the ridgetop in the location of the proposed single-family dwelling. The natural slopes vary from 1:1 to 3:1 (horizontal to vertical) to nearly flat at the top of the ridge.

On April 10, 2013, GeoSolutions, Inc. conducted a field investigation by excavating 12 exploratory trenches to a depth of 7 feet bgs with a backhoe. Soil materials at the Project site consist of undocumented fill and colluvial soil overlying competent formational material. The surface material at the Project site generally consists of dark yellowish brown to olive brown clayey sand (SC) with cobbles termed undocumented fill and other loose, unconsolidated sediments encountered in a dry condition to a maximum depth of 5 feet bgs. The sub-surface material consists of dark yellowish brown sandstone and olive brown shale encountered in a dry and very dense or hard condition. The sandstone and shale materials were interpreted as Coldwater Sandstone (Tcw), which was also concluded in Adam Simmons 2007. The soil profile was defined as Class C – very dense soil and soft rock. Groundwater was not encountered in any of the trenches.

The study found that based on the consistency and relative density of the in-situ soils (i.e., shallow rock), the potential for seismic liquefaction of soils at the Project site is not probable. Though no material with high expansive potential was found during field investigations, expansive soils may be encountered during grading operations for the proposed access road and retaining walls. Influx of water from irrigation, leakage from the residence, or natural seepage could cause expansive soil problems.

The slope stability analyses performed on the existing downward slopes located in the areas of proposed structures revealed the slopes to be stable indicating a minimum setback of 10 feet from the outer face on the footing to the face of the slope is suitable for the proposed structures.

County Environmental Thresholds: Pursuant to the County's 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 P&D or County Public Works Department (PWD). 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.

Impact Discussion:

a) ***Insignificant.*** The Project site is underlain with Coldwater Sandstone (Tcw) and is not underlain by any known fault. Compliance with the CBC would ensure that potential ground shaking impacts caused by movement along a distant fault are less than significant. According to GeoSolutions, Inc. 2013, the Project site has low potential for liquefaction, but some potential for expansive soils. The study recommends non-expansive import underneath all building pads to prevent structural damage. The retaining walls would extend a minimum of 24 inches below the nearest adjacent grade and would be designed for moderately expansive soils in areas of the road where the Coldwater Shale has been mapped to mitigate the potential of different settlement occurring from this soil type. All soils-related hazards would be less than significant

through the normal building permit review of the required Soils Engineering Study, plan check and periodic inspections by grading inspectors during construction. With these measures, impacts from geologic hazards would be less than significant.

b, i) ***Significant but Mitigable.*** A total of approximately 5,200 cy of cut and 3,500 cy of fill would be required for construction of the proposed Project. Construction of the proposed free span bridge would require approximately 250 cy of cut and 500 cy of fill. Earthwork associated with the proposed driveway improvements would require approximately 3,100 cy of cut and 2,100 cy of fill. Construction of the proposed single-family dwelling, attached garage, pool, and detached guesthouse would require approximately 2,100 cy of cut and 900 cy of fill. The driveway improvements would require the construction of approximately 2,800 linear feet of retaining walls as it traverses slopes in excess of 20 percent. The extensive amount of grading associated with the proposed driveway improvements is driven by MFPD fire access requirements. While the grading for the proposed Project has been minimized to the maximum extent feasible given the site conditions and constraints, impacts related to erosion during construction activities could be potentially significant. MM GEO-1 would require the implementation of standard construction BMPs (e.g., silt fencing) to address potential erosion as well as revegetation of the Project site following the completion of construction. With the implementation of MM GEO-1, impacts would be less than significant.

c, d, h, j, l) ***No Impact.*** The Project site is not located in a coastal area or along a coastal bluff. As such, sea level rise would have no geologic impact on the proposed Project. Additionally, there are no unique physical, geologic, or known paleontological features located at the Project site (University of California Museum of Paleontology 2022). The potential to encounter paleontological resources during construction would be low. Additionally, no mining, mineral extraction, or removal of sand, gravel, or topsoil would occur as a result of the proposed Project. Therefore, there would be no impact and no mitigations would be necessary.

e, f) ***Significant but Mitigable.*** The substantial grading for the proposed Project, particularly within the immediate vicinity of Hot Springs Creek, would result in a potential for substantial erosion and sediment transport. However, as previously described, MM GEO-1 would require the implementation of standard construction BMPs (e.g., silt fencing) to address potential erosion as well as revegetation of the Project site following the completion of construction. With the implementation of these mitigation measures, impacts would be less than significant.

g) ***Insignificant.*** No public sanitary sewer lines are currently established in this area of the County to provide sewer services at the site. Therefore, the proposed Project would utilize a new private septic disposal system for wastewater disposal for both the proposed single-family dwelling and the detached guesthouse. Santa Barbara County Environmental Health Services (EHS) has reviewed the plans for on-site septic and determined that the Project site could support a single parcel septic disposal system. Design of the system would be in conformance with EHS requirements, which ensure that impacts are less than significant. Final review and approval of the septic system design by EHS would be required prior to P&D issuance of Zoning Clearance.

k) ***Insignificant.*** The proposed Project is located within the rural and sparsely populated area of northern Montecito with little to no effect on adjoining properties. Due to the isolated location of the Project site, vibrations caused by short-term construction-related activities associated with the proposed driveway improvements and the construction of the single-family dwelling, attached garage, pool, and detached guesthouse would be less than significant.

Cumulative Impacts: As previously described, reconstruction or repair of as many as 400 residences as well as public infrastructure (e.g., roads, bridges, new or expanded flood control detention basins) would entail substantial ground disturbance and heavy haul truck trips for soil export. The proposed Project would

also result in substantial ground disturbance associated with the construction. However, the proposed Project would not contribute to geological or public safety hazards. Therefore, when considered with other cumulative projects in the region – including reconstruction efforts associated with the debris flows – the proposed Project would not contribute to a cumulatively considerable effect on geologic hazards within the County.

Mitigation and Residual Impact: In addition to previously discussed mitigation measure MM BIO-8, incorporating the following mitigation measures would reduce geologic impacts to a less than significant level:

MM GEO-1: **Erosion and Sediment Control Plan.** Where required by the latest edition of the California Green Code and/or Chapter 14 of the Santa Barbara County Code, a SWPPP, Storm Water Management Plan (SWMP) and/or an Erosion and Sediment Control Plan (ESCP) shall be implemented as part of the project. Grading and erosion and sediment control plans shall be designed to minimize erosion during construction and shall be implemented for the duration of the grading period and until re-graded areas have been stabilized by structures, long-term erosion control measures or permanent landscaping. The Applicant shall submit the SWPPP, SWMP or ESCP using BMPs designed to stabilize the site, protect natural watercourses/creeks, prevent erosion, convey storm water runoff to existing drainage systems keeping contaminants and sediments on-site. The SWPPP or ESCP shall be a part of the Grading Plan submittal and will be reviewed for its technical merits by P&D. Information on erosion control requirements can be found on the County website: http://sbcountyplanning.org/building/grading.cfm. Refer to Erosion and Sediment Control Plan Requirements; and in the California Green Code for SWPPP (projects < 1 acre) and/or SWMP requirements.

Plan Requirements and Timing: The grading and SWPPP, SWMP, and/or ESCP shall be submitted for review and approved by P&D prior to issuance of Zoning Clearance. The plan shall be designed to address erosion, sediment and pollution control during all phases of development of the site until all disturbed areas are permanently stabilized. The SWPPP requirements shall be implemented prior to the commencement of grading and throughout the year. The ESCP and SWMP requirements shall be implemented between November 1 and April 15 of each year, except pollution control measures shall be implemented year round.

Monitoring: P&D permit compliance staff shall perform site inspections throughout the construction phase.

4.9 HAZARDOUS MATERIALS / RISK OF UPSET

Will the proposal result in:	**Poten. Signif. and Unavoid.**	**Signif. But Mitigable**	**Insignif.**	**No Impact / Beneficial Impact**	**Reviewed Under Previous Document**
a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)?				X	
b. The use, storage or distribution of hazardous or toxic materials?		X			

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

Existing Setting: The proposed single-family dwelling, attached garage, pool, and detached guesthouse would be constructed on a vacant lot at 1017 Hot Springs Road. Access to the Project site is currently provided via an unpaved dirt driveway beginning approximately 0.5 miles north of the intersection of East Mountain Drive and Hot Springs Road (on the western side of the terminus of the paved portion of Hot Springs Road). This area has not experienced previous soil or groundwater contamination and has never been used for the frequent or long-term storage of a hazardous waste or material. The closest sites monitored by the State Water Resources Control Board (SWRCB) GeoTracker database are a septic on-site wastewater treatment system located at 133 West Mountain Drive approximately 3,500 feet southwest of the Project site, and two closed leaking underground storage tanks located on private residences approximately 2,500 and 3,300 feet south of the Project site.

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

Impact Discussion:

a) ***No Impact.*** There is no evidence that hazardous materials were used, stored, or spilled on the Project site in the past. The Project site is vacant and the only developed aspect is the existing unpaved dirt driveway and the associated Arizona crossing over Hot Springs Creek. There are no hazardous sites within 0.5 miles of the Project site that could be disturbed by construction-related activities associated with the proposed Project. Therefore, there are no impacts related to past site usage and there are no aspects of the proposed use that would include or involve hazardous materials at levels that would constitute a hazard to human health or the environment.

b, c, e) ***Significant but Mitigable.*** Construction activities associated with the proposed Project would involve the use of light-duty vehicles, handheld power tools, heavy construction equipment, generators, and other equipment that would introduce gasoline, diesel, and/or hydraulic fluid. In particular, heavy construction equipment may include the transport and temporary on-site storage of petroleum products for the purpose of fueling construction equipment. Further, all transport, handling, use, and disposal of substances such as petroleum products would comply with applicable Federal, State, and local health and safety regulations. Crews would install temporary BMPs to avoid potential accidental spills. MM BIO-8 requires that all staged

equipment would be equipped with secondary containment and a spill containment and cleanup kit would be on-site while work is in progress. It also requires that equipment be staged in designated work areas as far from the active stream channel as possible and that designated washout areas are at least 100 feet from any storm drain, waterbody, or sensitive biological resource. Therefore, with the implementation of this mitigation measure, impacts associated with hazardous materials would be less than significant.

Residential uses often have small amounts of household products such as fuels and herbicides that are considered hazardous materials. However, these materials would only be kept in small quantities and would not pose a serious risk to the public.

d) ***Insignificant.*** The proposed Project and its construction would not substantially impact the surrounding transportation network. The proposed residence is located off of a private road in a remote area. The proposed Project would include a new paved, 16-foot-wide driveway with 11 vehicle turnouts, so emergency access would be feasible at the Project site. Therefore, as described in Section 4.7, *Fire Protection*, impacts to evacuation or emergency response would be less than significant.

f, g) ***No Impact.*** There are no oil wells or toxic disposal sites within a 1-mile radius of the Project site (SWRCB 2021). Therefore, the proposed construction activities would not have the potential to encounter, result in exposure to, or otherwise impact oil wells or toxic disposal sites.

h) ***No Impact.*** The proposed Project includes a private water well; public water supplies would not be utilized by the proposed Project. Therefore, there would be no impacts on public water supplies.

Cumulative Impacts: As previously described, reconstruction or repair of as many as 400 residences as well as public infrastructure (e.g., roads, bridges, new or expanded flood control detention basins) would result in the temporary use of hazardous materials during construction. Similarly, the proposed Project would also involve the temporary use of hazardous materials; however, the implementation of MM BIO-8 would reduce the risk of accidental spills during the proposed construction activities. Further, in the highly unlikely event of a spill, it would occur in a localized area within the undeveloped area, which would provide for expedient containment and clean-up. Therefore, when considered with other cumulative projects in the region – including reconstruction efforts associated with the debris flows – the proposed Project would not contribute to a cumulatively considerable impact.

Mitigation and Residual Impact: With the implementation of MM BIO-8, impacts related to hazards and hazardous materials would be reduced to less than significant.

4.10 LAND USE

Will the proposal result in:	**Poten. Signif. and Unavoid.**	**Signif. But Mitigable**	**Insignif.**	**No Impact / Beneficial Impact**	**Reviewed Under Previous Document**
a. Structures and/or land use incompatible with existing land use?		X			
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		X			

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
c. The induction of substantial growth or concentration of population?				X	
d. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?				X	
e. Loss of existing affordable dwellings through demolition, conversion or removal?				X	
f. Displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	
g. Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	
h. The loss of a substantial amount of open space?			X		
i. An economic or social effect that would result in a physical change? (e.g., freeway ramp closure resulting in isolation of an area, close of businesses in the vicinity, neighborhood degenerates, and buildings deteriorate. Or, if construction of new freeway divides an existing community, the construction would be the physical change, but the economic / social effect on the community would be the basis for determining that physical change would be significant.)				X	
j. Conflicts with adopted airport safety zones?				X	

Existing Setting: As described in Section 3.0, *Existing Setting,* the Project site is located in the Montecito Community Plan Area. The proposed single-family dwelling, attached garage, pool, and detached guesthouse would be located on APN 011-010-008, which has a land use designation of Mountainous Area, 40-acre minimum parcel size (MA-40). The proposed driveway would traverse APNs 011-010-030 (MA-40), 011-020-041 (Single Family / Semi-Rural Residential, 2-acre minimum parcel size [SRR-0.2]), 011-030-036 (Single Family / Semi-Rural Residential, 3-acre minimum parcel size [SRR-0.33]), 011-030-041 (SRR-0.33), and 011-030-043 (SRR-0.33). The entire reach of the lower segment of the driveway within Hot Springs Canyon falls within an ESH overlay associated with Hot Springs Creek. The surrounding parcels have similar land use designations and zoning (refer to Table 1).

County Environmental Thresholds: The County's Environmental Thresholds and Guidelines Manual does not include specific thresholds for land use. Generally, a significant impact may occur if a project would be potentially inconsistent with policies and standards adopted by an agency for the purposes of environmental protection or would result in substantial growth inducing effects.

Impact Discussion:

a) ***Significant but Mitigable.*** The Santa Barbara County Comprehensive Plan Land Use Element describes MA-40 as being designated for "such uses as watershed, scenic enjoyment, wildlife habitat, grazing, orchards and vineyards." However, it adds that "certain low-intensity residential uses at a density of not greater than one

dwelling unit per 40 acres are permitted, provided they are consistent with applicable policies of the Comprehensive Plan" (County of Santa Barbara 2016). In addition, the Project site is zoned for RMZ-40, and the MLUDC dictates that up to one residential dwelling and one accessory dwelling are permitted on this zoning designation (County of Santa Barbara 2020). Therefore, implementation of the proposed Project would not conflict with an underlying land use designation. All new development proposed as a part of the proposed Project would be reviewed by MBAR to ensure aesthetic compatibility with the existing rural scenic character of the area and so as not to obstruct or interfere with public views or create inappropriate night glare or light spill-over.

However, new construction associated with the proposed Project would create potentially significant land use impacts associated with potential conflicts with adopted policies regarding impacts to ESH, particularly those along Hot Springs Creek, as well as hillside habitats identified being particularly sensitive (see Table 12). Proposed improvements along the approximately 4,000-foot-long driveway, including paving and widening approximately 1,900 feet of an existing dirt driveway and a 550-foot-long segment of natural surface trail (Hot Springs Trail) would create both potential habitat impacts and possible policy conflicts, particularly with policies BIO-M-1.2, BIO-M-1.3, BIO-M-1.13, and BIO-M-1.6 through BIO-M-1.8. Proposed widening of the driveway from its existing average 11-foot width and widening of the Hot Springs Trail Segment to a minimum 16-foot width with 11 fire turnouts and turnarounds could all create potential impacts. Installation of over 8,800 sf of new paving within the riparian corridor would permanently displace such habitat. This newly developed paved driveway would be supported by approximately 2,800 linear feet of retaining walls ranging between approximately 4 and 16 feet in height, including more than 120 feet developed at or near the top of the bank of Hot Springs Creek, which could create direct and indirect impacts to the riparian corridor. Following the completion of construction, the bridge abutments and the retaining walls associated with the proposed free span bridge could become exposed as a result of flooding of Hot Springs Creek from storm events. Nevertheless, with the implementation of the mitigation measures described in Table 12, including the implementation of the proposed Habitat Protection, Restoration, and Monitoring Plan described in MM BIO-5, these impacts would be less than significant.

b) ***Significant but Mitigable.*** Issue areas that have specific land use policies within the Montecito Community Plan that were reviewed for the proposed development include the following:

Table 12. Land Use Policy Consistency Analysis

Policy	Relationship to Project
LU-M-1.2 Excessive grading for the sole purpose of creating or enhancing views shall not be permitted.	**Consistent.** Grading included as a part of the proposed Project is required to improve the existing unpaved dirt driveway and to support the foundations of the proposed single-family dwelling, attached garage, pool, and detached guest house. None of the proposed grading activities would be for the sole purpose of enhancing views.
LU-M-2.1 New structures shall be designed, sited, graded, and landscaped in a manner which minimizes their visibility from public roads.	**Consistent.** The proposed Project includes extensive landscaping that would screen views from Hot Springs Road to the maximum extent practical. As described in Section 4.1, *Aesthetics / Visual Resources*, *v*iews of the proposed single-family dwelling, attached garage, pool, and detached guesthouse would be limited from any other public roads (e.g., East Mountain Drive) as well as public trails.
LU-M-2.2 Lighting of structures, roads and properties shall be minimized to protect privacy, and to maintain the semi-rural, residential character of the community.	**Consistent with Mitigation.** MM VIS-4 requires that all lighting be low intensity, low glare design, minimum height, and would be hooded to direct light downward onto the Project site and prevent spill-over onto adjacent lots. With these mitigation

Policy	Relationship to Project
	measures in place, the proposed Project would be consistent with this policy.
AQ-M-1.3 Air pollution emissions from new development and associated construction activities shall be minimized to the maximum extent feasible. These activities shall be consistent with the Air Quality Attainment Plan and Air Pollution Control District guidelines.	**Consistent.** As described in Section 3.4a, *Air Quality*, the Applicant shall obtain any required permit(s) and show proof of such permit(s), if required or an exemption if no permit is needed. All construction activities would incorporate standard BMPs required through compliance with SBCAPCD rules. Additionally, the Applicant would be required to implement MM AIR-1 to further reduce any potential fugitive dust emissions.
BIO-M-1.2 The following biological resources and habitats shall be identified as environmentally sensitive and shall be protected and preserved to the extent feasible through the Environmentally Sensitive Habitat (ESH) overlay: Riparian woodland corridors, Monarch butterfly roosts, Sensitive native flora, Coastal sage scrub.	**Consistent with Mitigation.** The proposed driveway improvements, including the removal of the Arizona crossing and the construction of the free span bridge, would result in impacts to ESH and intrusion of significant hardscape improvements, including paved driveway and retaining walls, into riparian habitat and required setbacks (refer to Section 4.4, *Biological Resources*). To the maximum extent feasible, all ground disturbances and vegetation removal shall be prohibited in a 100-foot setback from either side of the top of bank of Hot Springs Creek, a sensitive riparian habitat area. However, given the proposed improvements along the dirt driveway and natural surface trail (Hot Springs Trail), necessary to meet MFPD requirements for fire access, the proposed improvements would constitute a major encroachment into this setback with potential direct and indirect impacts to sensitive habitats and potential conflict with adopted land use policies. The riparian area within the Project site would be somewhat protected through mitigation measures such as MM BIO-1, which requires a P&D-approved biologist to be on-site during all construction activities, and MM BIO-3, which requires construction fencing. However, these two mitigation measures alone would not reduce the direct and indirect impacts to biological resources or of potential policy conflicts associated with relatively intensive construction within the riparian corridor and the required 100-foot buffer from the top of the bank of Hot Springs Creek. MM BIO-5, would require that a Habitat Protection, Restoration, and Monitoring Plan be prepared and implemented to replace native vegetation impacted by the proposed Project. MM BIO-5 requires compensatory on- or off-site habitat restoration as mitigation for permanent disturbance of approximately 9,000 sf of riparian habitat associated with the paving and widening of the driveway. Additionally, MM BIO-10 requires preparation of a detailed plan for implementation of a bioengineering bank protection program consisting of suitable bank protection program along with riparian restoration along the entire reach of proposed driveway improvements. With the implementation of these mitigation measures, the proposed Project would be consistent with these policies to the maximum extent practical (refer to Section 4.4, *Biological Resources*).
BIO-M-1.3 Environmentally Sensitive Habitat (ESH) areas within the Montecito Planning Area shall be protected, and where appropriate, enhanced.	
BIO-M-1.13 The habitat located on the hillside area north of Mountain Drive and Bella Vista Road and reaching the northern boundary of the Planning Area shall be recognized as particularly valuable because of the presence of chaparral, sensitive native flora and riparian resources to be protected and/or preserved. Any development proposal in this area shall be designed to avoid areas which contain these habitats and/or identified sensitive species.	
BIO-M-1.20 Pollution of streams, sloughs, drainage channels, underground water basins, estuaries, the ocean and areas adjacent to such waters shall be minimized.	
BIO-M-1.6 Riparian vegetation shall be protected as part of a stream or creek buffer. Where riparian vegetation has previously been removed, (except for channel cleaning necessary for free-flowing conditions as determined by the County Flood Control District) the buffer shall allow the reestablishment of riparian vegetation to its prior extent to the greatest degree possible. Restoration of degraded riparian areas to their former state shall be encouraged.	
BIO-M-1.7 No structures shall be located within a riparian corridor except: public trails that would not adversely affect existing	**Consistent with Mitigation.** The proposed Project would locate structures such as abutments and retaining walls associated with the proposed free span bridge within a riparian corridor. These

Policy	Relationship to Project
habitat; dams necessary for water supply projects; flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety, other development where the primary function is for the improvement of fish and wildlife habitat and where this policy would preclude reasonable development of a parcel. Culverts, fences, pipelines, and bridges (when support structures are located outside the critical habitat) may be permitted when no alternative route/location is feasible. All development shall incorporate the best mitigation measures feasible to minimize the impact to the greatest extent.	structures are required to support extensive driveway improvements necessary to provide emergency access and to allow reasonable development of an existing legal parcel. Of particular concern would be over 120 feet of retaining wall proposed along the top of the creek bank which could be exposed through flood induced erosion leading to a vertical wall forming part of the creek bank in places. As described in Section 4.4, *Biological Resources*, the replacement of the Arizona crossing with a free span bridge would ultimately improve aquatic habitat quality at the crossing because it would remove the existing pavement and restore the natural contours of the stream channel. Additionally, vehicles would no longer traverse the stream channel. However, the direct and indirect impacts to biological resources and potential policy conflicts associated with relatively intensive construction within the riparian corridor and the required 100-foot buffer from the top of the bank of Hot Springs Creek would remain. MM BIO-5, would require that a Habitat Protection, Restoration, and Monitoring Plan be prepared and implemented to replace native vegetation impacted by the proposed Project. MM BIO-5 requires compensatory on- or off-site habitat restoration as mitigation for permanent disturbance of approximately 9,000 sf of riparian habitat associated with the paving and widening of the driveway. Additionally, MM BIO-10 requires preparation of a detailed plan for implementation of a bioengineering bank protection program consisting of suitable bank protection program along with riparian restoration along the entire reach of proposed driveway improvements. With the implementation of these mitigation measures, the proposed Project would be consistent with these policies to the maximum extent practical (refer to Section 4.4, *Biological Resources*).
BIO-M-1.8 The minimum buffer strip for development near streams and creeks in Rural Areas shall be presumptively 100 feet from top of bank and for streams in Urban Areas, 50 feet. These minimum buffers may be adjusted upward or downward on a case-by-case basis but shall not preclude reasonable development of a parcel. The buffer shall be established based on an investigation of the following factors and after consultation with the Department of Fish and Game and Regional Water Quality Board in order to protect the biological productivity and water quality of streams: • Soil type and stability of stream corridors; • How surface water filters into the ground; • Slope of the land on either side of the stream; • location of the 100 year flood plain boundary; and	**Consistent with Mitigation.** Consistent with this policy, MM BIO-3 requires that all ground disturbances be prohibited to a 100-foot setback from the top of bank to the maximum extent feasible. However, the proposed Project would include significant development along the proposed driveway within this setback, including development of almost 550 feet of new paved driveway (approximately 8,800 sf of new paving), retaining walls, caissons and other improvements along a dirt section of the Hot Springs Trail which follows a largely unutilized narrow dirt driveway. In addition, a new bridge would be installed across Hot Springs Creek, with abutments, repaving and retaining wall improvements upstream and downstream of the bridge. Further, the project would include construction of more than 120 feet of retaining wall at or near the top of the bank of Hot Springs Creek above and below the proposed bridge. While such improvements are potentially required to permit reasonable development of an existing parcel, these improvements would be entirely within the required 100-foot required setback from top of bank of Hot Springs Creek and within a significant riparian woodland, with much or all of the driveway also within or immediately adjacent to the 100-year flood plain. Because of the

Policy	Relationship to Project
• Consistency with adopted plans, particularly Biology/Habitat policies. The buffer area shall be indicated on all grading plans. All ground disturbance and vegetation removal shall be prohibited in the buffer area.	proximity of these proposed improvements to the top of the bank of Hot Springs Creek, the driveway could be exposed to future flood damage as the creek bank appears to consist of largely unconsolidated highly friable material which could erode and undermine the proposed driveway and realigned Hot Springs Trail during flood flows. Should such damage occur over the 75-year life of the Project, asphalt and other debris could be deposited within Hot Springs Creek with potential adverse impacts to habitat and water quality. In addition, ongoing emergency or regular repairs to the damaged driveway could cause repeated habitat impacts during construction and as result of any protective measures such as creek bank stabilization, use of rock or even hard bank protection. Further, bank erosion has the potential to expose the proposed 120 feet of retaining wall along the creek bank, leaving this exposed retaining wall as "hard bank" protection, potentially in conflict with Policy Bio-1.7 that prohibits structures within the riparian corridor and with general County practice that discourages or prohibit use of hard bank protection along stream corridors. These project components would create potentially significant impacts to biological resources as well as potential conflicts with adopted policy. Existing riparian vegetation within the Project site would be protected to the extent practicable through mitigation measures such as MM BIO-3, which requires construction fencing, MM BIO-1, which requires a P&D-approved biologist be on-site during all construction activities, and MM BIO-5, which requires that a Habitat Protection, Restoration, and Monitoring Plan be prepared and implemented to replace native vegetation impacted by the proposed Project. However, these mitigation measures alone would not reduce the direct and indirect impacts to biological resources or of potential policy conflicts associated with relatively intensive construction within the riparian corridor and the required 100-foot buffer from the top of the bank of Hot Springs Creek. Therefore, MM BIO-10 requires preparation of a detailed plan for implementation of a bioengineering bank protection program consisting of suitable bank protection program along with riparian restoration along the entire reach of proposed driveway improvements. Further, MM BIO-5 requires compensatory on- or off-site habitat restoration as mitigation for permanent disturbance of approximately 9,000 sf of riparian habitat associated with the paving and widening of the driveway. With the implementation of these mitigation measures, the proposed Project would be consistent with these policies (refer to Section 4.4, *Biological Resources*). The proposed Project is therefore consistent with this policy with implementation of this measure.
BIO-M-1.10 All development, including dredging, filling and grading within stream corridors, shall be limited to activities necessary for the construction of uses specified in Policy Bio-1.7. When such activities would require removal of riparian plant species,	**Consistent with Mitigation.** The proposed Project would include extensive grading, land alteration, permanent paving, and structures such as retaining walls and caissons within the stream corridor. While substantial access improvements appear to be required to permit reasonable development of a legal parcel, a reduction in driveway width from 16 to 12 feet along

Policy	Relationship to Project
revegetation with local native plants shall be required on both banks and extending outward 25 feet from each top of bank, except where it would preclude reasonable development of a parcel.	approximately 550 feet of driveway along the top of creek bank and replacement of creek bank retaining walls with a bioengineered creek bank stabilization and revegetation project as described in MM BIO-10 would substantially reduce impacts while maintaining fire access. With this measure, the proposed Project is consistent with this policy.
BIO-M-1.15 To the maximum extent feasible, specimen trees shall be preserved. Specimen trees are defined for the purposes of this policy as mature trees that are healthy and structurally sound and have grown into the natural stature particular to the species. Native or non-native trees that have unusual scenic or aesthetic quality, have important historic value, or are unique due to species type or location shall be preserved to the maximum extent feasible.	**Consistent with Mitigation**. The proposed driveway improvements would involve the removal of as many as 11 mature native riparian trees, including oaks and sycamores, a potentially significant impact (refer to Section 4.4, *Biological Resources*). MM BIO-6 requires a Tree Protection Plan that would minimize damage to on-site trees, including protecting the critical root zone with fencing. Additionally, MM BIO-7 describes mitigation for unexpected damage to trees, which includes replacing trees at a County-designated ratio. MM BIO-5 requires that a qualified native plant nursery salvage all wood mint, coastal wood fern, western bracken fern, hummingbird sage, California blackberry, mugwort, and other rhizomatous species, as well as native perennial grasses or grass seed (if present) of native annual grasses, found within the construction footprint. With these measures in place, the proposed Project is consistent with these policies.
BIO-M-1.16 All existing native trees regardless of size that have biological value shall be preserved to the maximum extent feasible.	
BIO-M-1.17 Oak trees, because they are particularly sensitive to environmental conditions, shall be protected to the maximum extent feasible. All land use activities, including agriculture shall be carried out in such a manner as to avoid damage to native Coast Live Oak trees. Regeneration of oak trees shall be encouraged.	
BIO-M-1.19 Coast Live Oak Woodlands shall be protected as habitat rather than as individual trees. Emphasis shall be placed on preservation and enhancement of oak woodlands as they provide habitat for numerous plant and animal species. Coast Live Oak Woodlands are defined for the purposes of this policy as stands dominated by Coast Live Oak (*Quercus agrifolia*) and other trees native to oak woodlands (including vegetation transition zones) which form a closed canopy of a minimum of 1 acre and are not surrounded by or heavily influenced by urban development such as structures or roads and where the understory has not been permanently disturbed (e.g., by structures or roads).	
BIO-M-1.18 Trees serving as known raptor nesting or key raptor roosting sites shall be preserved to the maximum extent feasible.	**Consistent with Mitigation.** The Project would be required to protect nesting birds and sensitive species. MM BIO-2 requires a P&D-approved biologist to conduct a pre-construction survey. If special-status plant species cannot be avoided, the number and species of special status plants impacted shall be documented by the P&D-approved biologist. Mitigation shall include at a
BIO-M-1.23 Where sensitive plant species and sensitive animal species are found	

Policy	Relationship to Project
pursuant to the review of a discretionary project, efforts shall be made to preserve the habitat in which they are located to the maximum extent feasible. For the purposes of this policy sensitive plant species are those species which appear on a list in the California Native Plant Society's Inventory of Endangered Vascular Plants of California. Sensitive animal species are defined as those animal species identified by the California Department of Fish and Game, the U.S. Fish and Wildlife Service and/or are listed in Tate's The Audubon Blue List (birds).	minimum, relocation of any individuals that cannot be avoided to a suitable site within the immediate vicinity. If relocation of any individuals cannot be achieved or is determined to be infeasible by the qualified biologist, a suitable site within the immediate vicinity shall be identified, and affected species shall be replaced at a minimum ratio of three plantings per affected individual via seeding or container plants or a mixture of both. MM BIO-9 would require a nesting bird survey before construction. If a nesting bird is found on site, a buffer shall be established around the tree. No ground disturbing activities or vegetation removal shall occur within this buffer until the P&D-approved biologist has confirmed that nesting is completed, the young have fledged and are no longer dependent on the nest, or the nest fails, and there is no evidence of a second nesting attempt; thereby determining the nest is unoccupied or inactive. With these measures, the proposed Project would be consistent with these policies.
FD-M-1.1 In order to prevent hillside erosion, removal of vegetation on slopes 20 percent or greater shall be limited to that necessary for fire protection and for reasonable development of the parcel. **FD-M-2.1** Development shall be designed to minimize the threat of on-site and downstream flood potential and to allow recharge of the groundwater basin to the maximum extent feasible. **FD-M-2.2** New development shall be located in a manner that minimizes the need for flood control measures.	**Consistent with Mitigation.** The proposed Project would entail grading and vegetation removal on slopes in excess of 20% primarily for driveway construction and widening, increasing potential for erosion and downstream sedimentation. However, the Project would be required to incorporate several mitigation measures to minimize erosion and flood potential. MM GEO-1 requires construction measures such as covering storm drains and using stabilizing methods like gravel pads to reduce sedimentation. It also requires that graded areas be re-vegetated upon completion with native vegetation to minimize erosion potential. The proposed Project driveway would appear to be exposed to significant flood hazards with potential for creek bank failure or erosion which could damage or destroy segments of the proposed driveway, leading to potential direct and indirect impacts to biological resources and water quality. MM BIO-10 requires preparation of a detailed plan for implementation of a bioengineering bank protection program consisting of suitable bank protection program along with riparian restoration along the entire reach of proposed driveway improvements. With these measures, the proposed Project would be consistent with these policies.
GEO-M-1.1 Mountainous watershed areas shall be protected to the maximum extent feasible from development which would interfere with their watershed function and would intensify fire and flood danger.	**Consistent.** The proposed Project includes the addition of a single-family dwelling and detached guesthouse to a parcel designated for residential use, which would add a small increase in fire danger to the Project site. However, the proposed Project has been designed for ease of emergency response access, including a 16-foot-wide paved driveway and 11 turnouts (refer to Section 4.7, *Fire Protection*). Additionally, the proposed driveway improvements would include the removal of the existing Arizona crossing and construction of a new free span bridge. The restoration of the natural channel would have the benefit of improving emergency access, while also improving aquatic habitat quality. As such, the proposed Project would be consistent with this policy.
GEO-M-1.2 Grading from future ministerial and discretionary projects in Montecito shall be minimized to the extent feasible in order to prevent unsightly scars in the natural	**Consistent.** The proposed Project does not propose excessive grading. Grading included as a part of the proposed Project is required to improve the existing unpaved dirt driveway and to support development of the proposed single-family dwelling,

Policy	Relationship to Project
topography due to grading, and to minimize the potential for earth slippage, erosion, and other safety risks.	attached garage, pool, and detached guest house. No grading is proposed for views. Therefore, the proposed Project is consistent with these policies.
GEO-M-1.6 Excessive grading for the sole purpose of creating or enhancing views shall not be permitted.	
GEO-M-1.3 New development on previously cleared slopes that show scarring or remaining significant disturbance shall be required to include plans for revegetation for those areas**.**	**Consistent with Mitigation.** MM BIO-5 would require the preparation and implementation of a Habitat Protection, Restoration, and Monitoring Plan that focuses on planting native species and revegetating slopes. With this mitigation measure in place, the proposed Project would be consistent with this policy.
VIS-M-1.1 Development shall be subordinate to the natural open space characteristics of the mountains**.**	**Consistent with Mitigation.** The proposed Project is subject to MBAR approval for all design elements. Additionally, the proposed Project would implement several measures to ensure design is compatible with the natural surroundings. MM VIS-3 restricts future structures to 16 feet in height. MM VIS-1 requires natural building materials and colors compatible with surrounding terrain (earth-tones and non-reflective paints) for exterior surfaces of all structures, including water tanks and fences. With these mitigation measures implemented, the proposed Project would be consistent with these policies.
VIS-M-1.2 Grading required for access roads and site development shall be limited in scope so as to protect the viewshed.	
VIS-M-1.3 Development of property should minimize impacts to open space views as seen from public roads and viewpoints.	
VIS-M-1.4 In hillsides areas where water tanks are required for structural fire-fighting purposes, tanks should be designed to: 1) blend in with natural land forms; 2) not impinge on the viewshed; and 3) be screened by landscaping.	

c-g, i, j) ***No Impact.*** The proposed Project would not cause a physical change to the environment that would conflict with any applicable environmental policy or regulation adopted by the County in these issue areas. While the proposed Project would add a single-family dwelling and a detached guesthouse, the proposed Project is not growth inducing (i.e., would not facilitate additional development). Additionally, the proposed Project would not result in the loss of affordable housing, loss of open space, or a significant displacement of people. The proposed Project does not involve the extension of a sewer trunk line and does not conflict with any airport safety zones. Therefore, the proposed Project is compatible with these enumerated criteria relating to land use.

h) ***Insignificant.*** The upper portion of the Project site is on a steep incline and is not publicly accessible and not readily visible from public viewing points (refer to Section 3.1, *Aesthetics / Visual Resources*). The lower part of the Project site, including the driveway up to the hairpin turn, overlaps with a 40-foot-wide by 300-foot-wide segment of Hot Springs Road and Hot Springs Trail. The proposed Project would preserve the publicly accessible open space on this road to allow trail user access. Therefore, the proposed Project would have less than significant impacts on open space.

Cumulative Impacts: The proposed Project would not be incompatible with any existing land uses or otherwise conflict with any applicable land use plan, policy, or regulation. Therefore, when considered with other cumulative projects in the region – including reconstruction efforts associated with the debris flows – the proposed construction activities would not contribute to a cumulatively considerable impact on land use.

Mitigation and Residual Impact: MM VIS-1 through VIS-4, MM AIR-1, MM BIO-1 through MM BIO-10, MM GEO-1, and MM WR-1 would apply. With the incorporation of these mitigation measures, both short- and long-term development-related impacts to land use would be less than significant.

4.11 NOISE

Will the proposal result in:	Poten. Signif. and Unavoid.	Signif. But Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Long-term exposure of people to noise levels exceeding County thresholds (e.g., locating noise sensitive uses next to an airport)?			X		
b. Short-term exposure of people to noise levels exceeding County thresholds?		X			
c. Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?			X		

Existing Setting: The ambient noise levels at the Project site are characteristic of an undeveloped natural setting, with infrequent and temporary noise generated by trail users along the trail system. The Santa Barbara County Noise Element identified an ambient noise level of less than 60 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) for the entire Montecito Community Plan Area north of East Valley Road, approximately 1.3 miles south of the Project site.[9,10] Traffic levels in this area are relatively low, which is characteristic of low density residential development (i.e., 3 acre and larger parcels). South of East Valley Road, traffic levels are slightly elevated and contribute to slightly louder noise levels. The Santa Barbara County Noise Element identified an ambient noise level between 60 and 64 dBA CNEL in the commercial district of Montecito. The Santa Barbara County Noise Element establishes 65 dBA CNEL as the acceptable residential exterior noise level.

The proposed building pad is located approximately 0.5 miles north of the Hot Springs Trailhead and the proposed driveway improvements include a 0.3-mile-long segment of the trail. Additionally, four residences are located in close proximity along the driveway, with several additional residential properties directly adjacent to Hot Springs Road. There are no other sensitive receptors, such as schools, hospitals, or libraries, within 1 mile of the Project site.

The proposed construction schedule would comply with the Montecito Community Plan's construction operation hours of 7:00 a.m. to 4:30 p.m. Monday through Friday, with no construction activities on weekends or holidays (County of Santa Barbara 1995). Construction activities would only occur outside of these hours during an emergency posing substantial threats to life and property.

County Environmental Thresholds: Noise is defined as unwanted or objectionable sound that is measured on a logarithmic scale and commonly expressed in dBA. For example, a soft whisper measures at 30 dBA and a lawn mower measures at 100 dBA at 5 feet. In noise-sensitive settings, the sounds generated at night

[9] The most common weighting that is used in noise measurement is A-weighting. Like the human ear, this effectively cuts off the lower and higher frequencies that the average person cannot hear. A-weighted measurements are expressed as dBA or dB(A).

[10] CNEL represents the average of A-weighted sound levels occurring during a 24-hour period and accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night (i.e., "penalizing" night-time noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of night-time noises. Additionally, noise between the hours of the 7:00 p.m. and 10:00 p.m. is weighted by adding 5-dBA.

are often more intrusive than sounds generated during the day. This is the case because outdoor background noise levels and indoor household activities are lower at night, making individual noise events stand out more sharply. The CNEL referenced in County thresholds accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night (i.e., "penalizing" night-time noises).

The County's Noise Thresholds specify that a project that would generate noise levels in excess of 65 dBA CNEL for exterior exposure and 45 dBA CNEL for interior exposure may have a significant impact on surrounding noise sensitive land uses. The thresholds identify noise-sensitive land uses to include residential dwellings and recreational areas (e.g., public parks and trails). The County's Noise Thresholds also indicate that project construction, involving heavy construction equipment typically generate noise levels up to 90 dBA CNEL, which may be experienced up to 1,600 feet from the activity source.

Impact Discussion:

a, c) ***Insignificant.*** The proposed Project site is located outside of 65 dBA noise contours for roadways, public facilities, airport approach and take-off zones. The proposed Project consists of the development associated with driveway access improvements and the construction of a proposed single-family dwelling, attached garage, pool, and a detached guesthouse. The proposed Project would not result in long-term exposure of people to noise levels exceeding County thresholds or in any substantial increase in the ambient noise levels for adjoining areas. There are no sensitive receptors within 1 mile of the Project site, and the only people who could be affected by ambient noise levels would be trail users on Hot Springs Trail and the residential properties adjacent to the Project site. Residential use of the Project site would not generate long-term significant increases to ambient noise levels; therefore, impacts associated with the proposed Project would be less than significant.

b) ***Significant but Mitigable.*** Development associated with the proposed Project would have the potential to result in construction activities generating short-term noise impacts to neighboring residential properties. As previously described, construction activities associated with the proposed Project would involve the use of light-duty trucks, hand tools, handheld power tools, generators, and heavy construction equipment. This construction equipment, particularly power tools and 10-ton class excavators may generate noise that could exceed County thresholds. For example, an excavator can generate a maximum sound level (L_{max}) of approximately 81 dBA at 50 feet. A hydraulic hammer can generate a L_{max} of approximately 90 dBA at 50 feet. However, this noise would be intermittent with power tools and heavy construction equipment in operation in discrete periods throughout the day. For example, a hydraulic hammer would be required to break up existing concrete associated with the removal of the existing Arizona crossing and would not be in operation throughout the entire construction day from 7:00 a.m. to 4:30 p.m.

As described in the County's Noise Thresholds, noise from construction activities 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. With the exception of Hot Springs Trail and the four residences along the existing unpaved dirt road, there are no other sensitive receptors located within 1 mile of the Project site. While noise levels along the trail could exceed 81 dBA adjacent to the Project site, the proposed construction schedule would generally comply with the Montecito Community Plan's construction operation hours of 7:00 a.m. to 4:30 p.m. Monday through Friday, with no construction activities on weekends or holidays, as required by MM NOI-1. Therefore, heavy construction equipment would not be in operation during the most popular weekend hiking days. MM NOI-2 would require shielding for construction equipment that exceeds 65 dBA. MM NOI-3 would require that the Applicant provide all adjacent property owners with a construction activity schedule and construction routes 30 days in advance of construction activities. With the implementation of MM REC-1, which requires signage and early notification of the Montecito Trails Foundation and the Santa Barbara County Parks Division, temporary construction-related noise impacts on trail users along the trail system would be

mitigated to the maximum extent practicable. With all of these measures, impacts from noise during construction would be insignificant.

Cumulative Impacts: The proposed Project would contribute incrementally to cumulative noise in the community of Montecito. Reconstruction or repair of as many as 400 residences as well as public infrastructure (e.g., roads, bridges, new or expanded flood control detention basins) would involve temporary, but prolonged increases in ambient noise associated with heavy construction equipment and heavy haul truck trips. The proposed construction activities and the associated light-duty vehicles, handheld power tools, generators, and heavy construction equipment would contribute to this increase in noise. Further, implementation of MM REC-1 would ensure that construction-related noise impacts to trail users along the existing trails would be less than significant with mitigation. When considered with the other cumulative projects in the region – which generally include development projects in the community of Montecito further removed from the trail system – the proposed Project would not contribute to a considerable cumulative impact.

Mitigation and Residual Impact: The following mitigation measures would reduce noise impacts to a less than significant level:

MM NOI-1: **Construction Hours.** The Applicant, including all contractors and subcontractors, shall limit construction activity, including equipment maintenance and site preparation, to the hours between 7:00 a.m. and 4:30 p.m., Monday through Friday. No construction shall occur on weekends or State holidays. Non-noise generating interior construction activities such as plumbing, electrical, drywall, and painting (which does not include the use of compressors, tile saws, or other noise-generating equipment) would not be subject to these restrictions. Any subsequent amendment to the Comprehensive General Plan, applicable Community or Specific Plan, or Zoning Code noise standard upon which these construction hours are based shall supersede the hours stated herein.

Plan Requirements and Timing: The Applicant shall provide and post a sign stating these restrictions at all construction site entries. Signs shall be posted prior to commencement of construction and maintained throughout construction.

Monitoring: The Applicant shall demonstrate that required signs are posted prior to grading/building permit issuance and pre-construction meeting. Building inspectors and permit compliance staff shall spot check and respond to complaints.

MM NOI-2: **Equipment Shielding-Construction.** Stationary construction equipment that generates noise which exceeds 65 dBA at the Project site shall be shielded with appropriate acoustic shielding to the satisfaction of P&D.

Plan Requirements and Timing: The Applicant shall designate the equipment area with appropriate acoustic shielding on building and grading plans. Equipment and shielding shall be installed prior to construction and remain in the designated location throughout construction activities.

Monitoring: The Applicant shall demonstrate that the acoustic shielding is in place prior to commencement of construction activities. P&D compliance staff shall perform site inspections throughout construction to ensure compliance.

MM NOI-3: **Construction Notification.** The Applicant shall provide all adjacent property owners with a construction activity schedule and construction routes 30 days in advance of construction activities. Any alterations or additions shall require 10-day notification.

Plan Requirements and Timing: The Applicant shall submit a copy of the schedule and mailing list to P&D permit compliance staff. Schedule and mailing list shall be submitted 30 days prior to initiation of any earth movement.

Monitoring: Permit compliance monitoring staff shall perform periodic site inspections to verify compliance with activity schedules.

4.12 PUBLIC FACILITIES

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

Existing Setting: Major public services include emergency services, law enforcement, fire protection, schools, library, solid waste management, water, wastewater, and specialized facilities such as landfills. Fire protection issues are addressed in Section 4.7, *Fire Protection*, recreation issues are discussed in Section 4.14, *Recreation*, and transportation issues are discussed in Section 4.15, *Transportation/Circulation*.

County Environmental Thresholds: The County's Environmental Thresholds and Guidelines Manual does not include specific thresholds for public facilities. However, the County's Solid Waste Thresholds describe that a project would result in significant impacts to landfill capacity if it would generate 196 tpy of solid waste. 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 remodels and rebuilds is considered significant if it exceeds 350 tons. A project which generates 40 tpy of solid waste would have an adverse effect on solid waste generation, and mitigation via a Solid Waste Management Plan is recommended. Additionally, the County's school threshold describes that a project would have a have a significant impact if it would generate sufficient students to require an additional classroom.

Impact Discussion:

a, b) ***No Impact.*** The proposed Project would result in the increase of one single-family dwelling (and a detached guesthouse) within the Montecito Community Plan Area. This level of new development would not have a significant impact on existing police protection or health care services. Existing service levels would be sufficient to serve the proposed Project and the proposed Project would not generate students in excess of school capacity within the Montecito public school district.

c-e) ***Insignificant.*** The proposed demolition of the existing Arizona crossing and the construction of a new single-family dwelling and appurtenant structures, along with the proposed driveway improvements would generate approximately 135 tons of solid waste. However, it would not exceed the County's threshold of 350 tons. Additionally, the new structures would not require the extension of the Montecito Sanitary District's sewer lines as they would utilize a new private on-site septic system for the proposed new single-family dwelling and detached guesthouse. The new single parcel septic system would be reviewed, approved, and monitored by EHS. New impervious surfaces associated with the roof of the proposed single-family dwelling, attached garage, and detached guesthouse, and along with the proposed driveway, could result in greater surface runoff from the Project site since there would be less open ground capable of absorbing rainwater. However, as described in the Drainage Report prepared for the proposed Project (see Attachment 9), this increased surface runoff would be controlled through the use of area drains around the proposed residence, use of the proposed driveway to carry collected flow in an in-sloped gutter, and culverts under the driveway at watershed flow path crossings (see Attachment 9). The culvert analysis indicates all culverts would meet the demand of the 25-year design storm. Additionally, the overland escape analysis indicates the driveway meets the demand of the 100-year design storm. Therefore, the proposed Project would have less than significant impacts to public facilities.

Cumulative Impacts: The proposed Project would have negligible impacts on public facilities. Therefore, when considered with other cumulative projects in the region, the proposed construction activities would not contribute to a cumulatively considerable impact.

Mitigation and Residual Impact: No mitigation is required. Residual impacts associated with the proposed construction activities would remain less than significant.

4.13 RECREATION

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

Existing Setting: The Project site includes approximately 1,500 feet of the Hot Springs Trail, which traverses an undeveloped public right-of-way along the top of the bank of Hot Springs Creek through lower elevation portions of the Project site. From the trailhead on East Mountain Drive, the trail traverses the upper Hot Springs Creek neighborhood over 0.5 miles, including over 0.25 miles along Hot Springs Road, where it is primarily an off-road trail with a brief on-road trail along a paved segment where the trail crosses

the creek. This portion of the trail is characterized by large estate lots, extensive landscaping, and areas of oak and riparian woodland, and transitions to a rural off-road earthen trail at the hairpin turn.

Hot Springs Trail, which is identified on the County's adopted Park, Recreation and Trails (PRT) Map, is a 3.7-mile-long partial loop trail that provides access to Hot Springs Canyon, including the historic hot springs and links to the McMenemy-Girard Trail, Edison Catway, Cold Springs Trail, and various other front country trails. Hot Springs Canyon includes a 462-acre area that supports trails, wildlife, and sensitive habitats. This area was protected in 2012 when the last property owners sold the land to the Land Trust for Santa Barbara County (Land Trust) (Land Trust 2023). In 2013, the Land Trust conveyed the 422 acres of land in Hot Springs Canyon to Los Padres National Forest for long-term stewardship (Land Trust 2023). The Land Trust continues to own and manage a 40-acre parcel approximately 0.5 miles from the trail entrance (Land Trust 2023).

The formal trailhead provides six parking spaces with spillover parking demand being met by road shoulder parking within the public right-of-way along Riven Rock Road to the south.

County Environmental Thresholds: The County's Thresholds and Guidelines Manual contains no threshold for park and recreation impacts. However, the Santa Barbara County Comprehensive Plan's Land Use Element identifies a need for 4.7 acres of parkland for every 1,000 persons within the County of Santa Barbara. The South Coast Region of the County currently has approximately 631.5 acres of public parkland and open space available for the approximately 68,000 residents within the South Coast unincorporated area, which is 9.3 acres of park and open space per 1,000 persons and exceeds the standard identified in the Land Use Element.

Impact Discussion:

a, b) ***Less than Significant with Mitigation.*** The proposed Project site is located adjacent to Hot Springs Creek and overlaps with Hot Springs Trail. During the first 19 months of construction activities, truck traffic would utilize Hot Springs Road and the unpaved segments of the Hot Springs Trail, intermixing with trail use. As such, construction-related activities could introduce new traffic during construction, especially heavy haul trucks and construction equipment that would conflict with recreational use of the trail by hikers, bikers, and/or horseback riders unless controlled and monitored. A detailed construction phasing plan and projected schedule (Attachment 12) was prepared to describe how construction activities and/or heavy truck traffic would be managed to ensure trail user safety and maintain the trail open for public use. The plan divides roadway construction into five separate phases and provides estimates for the frequency and duration of trail impacts and closures during each phase. The only period of potential trail closure will occur during the final phase of roadway construction, which spans four months (Phase 5). During this phase, a section of Hot Springs trail between the Second Gate and the switchback will be closed to allow for construction of retaining walls and road improvements, including replacing sections of the trail adjacent to the road. However, a temporary bypass trail to be constructed west of the proposed driveway alignment in the County Hot Springs Road right-of-way will ensure continued access to the Hot Springs Trail throughout construction activities. This trail is sited to allow safe passage for trail users while avoiding steep slopes and impacts to native and/or specimen trees.

MM REC-1 requires that the Applicant work with County Parks and P&D to identify a temporary alternative route using the McMenemy-Girard Trail, which intersects with the Hot Springs Trail at the north end of the Project site near the limits of proposed driveway construction. Although the detour would increase the distance to the Hot Springs by over 1.5 miles and would introduce additional elevation gain/loss, the temporary alternative route will only be required temporarily and intermittently for a period of 4 months, as described above, during the final phase of roadway construction. In addition to the planned trail closures during Phase 5, the operation of heavy construction equipment and heavy truck trips within the trail corridor throughout the

construction of the driveway and single-family dwelling have the potential to disrupt trail use. In order to mitigate for the intermittent trail disruption, temporary construction fencing will be installed and flag personnel will be stationed as necessary to separate trail users from construction traffic on the road and to ensure the safety of trail users. The temporary closure of Hot Springs Trail during Phase 5 has the potential to adversely affect trail users. Even after completion of primary construction of major improvements within the trail corridor, periodic disturbances of trail use would continue over the 36-month construction period. MM REC-1 requires noticing in advance of the initiation of construction activities, posting of the alternative route using the McMenemy-Girard Trail, retention of trail use during weekends and holidays, the use of traffic flaggers to prevent any conflicts between construction equipment and motorists, pedestrians, horseback riders or bicyclists, and the minimization of any trail closures to the maximum extent feasible.

Following the completion of paving and construction activities, the proposed Project would convert approximately 550 feet of the Hot Springs Trail from a natural surface earthen trail to a 16-foot-wide paved driveway bordered by retaining walls. This paved driveway, parts of which would be located on cantilevered grade beams, would also include a scored or roughened 4-foot-wide section of the newly paved driveway for trail users to ensure compatibility for equestrian users. While the character of the trail would be altered from a natural surface earthen trail to a roughened paved trail on the edge of a paved driveway along this segment, the path of travel would not be changed or relocated as part of the proposed Project. Additionally, pursuant to MM VIS-5, the final design must be reviewed and approved by MBAR to ensure the proposed retaining walls and site design is compatible with the surrounding environment.

c) ***No Impact.*** The proposed Project would result in the construction of a single-family dwelling, attached garage, pool, and a detached guesthouse. The minimal population increase associated with the implementation of the proposed Project would result in less than significant adverse impacts on the quality and quantity of existing recreational opportunities, both in the vicinity of the Project site and County-wide.

Cumulative Impacts: The proposed Project would contribute incrementally to disruptions in the use of the existing trail system. Ongoing reconstruction or repair of nearby residences as well as public infrastructure (e.g., roads, bridges, new or expanded flood control detention basins) has resulted in construction workers parking along roadway shoulders that typically support trail users. As such, it has become more difficult in the years following the debris flow to find parking in close proximity to the trailheads. Additionally, ground disturbing activities associated with the reconstruction efforts may result in short-term temporary trail closures within the vicinity. Further, temporary disruption of trail access is a countywide issue, with maintenance improvements by Southern California Edison leading to periodic closures of trails in Mission Canyon (e.g., Tunnel Road Trail and Rattlesnake Canyon Trail), impacts to the Orcutt Hills Trail system from new development or disruption of road shoulder trails by encroachments along Refugio Road in the town of Santa Ynez. However, the implementation of MM REC-1 would ensure that impacts to trail users along the existing trails that parallel the creek would be less than significant. When considered with the other cumulative projects in the region, the proposed Project would not contribute to a considerable cumulative impact.

Mitigation and Residual Impact: The following mitigation measure would reduce the impacts of the proposed Project on recreational resources to a less than significant level:

MM REC-1: **Trail Access Plan:** In order to ensure public safety and access to Hot Springs Trail during construction activities, the Applicant shall prepare a construction-related Trail Access Plan, which at a minimum shall provide a comprehensive construction schedule and describe the duration of necessary construction-related disruptions for trail users. To the maximum extent feasible, the Applicant shall work with P&D staff, the Santa Barbara County Parks Division and Montecito Trails Foundation to develop a temporary trail detour. The

Applicant shall also ensure that construction flaggers are in place during construction activities along the trail, including grading, paving, construction of retaining walls, construction of the free span bridge, etc. as well as during periods of haul truck use (e.g., materials export or delivery). The flaggers shall hold trail users (for minutes at a time) in order for the safe operation of heavy equipment as well as passage of heavy haul trucks and other construction vehicles during construction activities. The flaggers shall have radios for communications to ensure hiker safety and to reduce the time of impacts on any recreational trail. Temporary weekday trail closures shall be limited to the final four month period of roadway construction (Phase 5) identified in Attachment 12. Construction fencing shall be relocated to the maximum extent feasible on weekends during this phase to allow trail access. Areas that necessitate temporary closure must be signed, fenced, or roped off, and monitored by construction workers during construction to protect public safety. Construction parking at the Hot Springs Trailhead or any of the other front country trailheads is prohibited. The Trail Access Plan shall also include detailed requirements for noticing including, but not limited to the following:

- Assign an on-site trail monitor(s) who has the responsibility to: 1) ensure the Trail Access Plan is complied with and updated when necessary; 2) attend the pre-construction meeting; and 3) provide P&D compliance staff and Santa Barbara County Parks Division with their name and contact information.
- Maintain public access to the Hot Springs Trail at all times during Phases 1, 2, 3, and 4, and most weekends during Phase 5, by clearly signing trail routes through construction zone, ensuring removal of construction debris to allow safe trail user passage, and posting of notice as described below.
- Coordinate with P&D and Santa Barbara County Parks Division to post the construction schedule, a description of construction activities, a map of trail detours, and/or timing for any required trail closures on the County's website, the Montecito Trails Foundation website, and others such as All Trails, Santa Barbara Hikes, and other sites at least 1 month prior to construction activities, with updates as needed.
- Post signs at the Hot Springs, San Ysidro, Edison Catway, and Cold Springs trailheads at least 2 weeks prior to construction regarding the planned trail closures and alternative trail access to Hot Springs Trail via the McMenemy-Girard trails. The notice shall provide trail users with the date of construction activities, a brief description of construction activities, a clear map of trail detours, and timing for any required trail closures. Contact information for the assigned on-site trail monitor shall be made available on the signs. Signage shall be maintained in good order and replaced, as necessary. Signage shall remain posted at the trailheads throughout the construction process until closures or site hazards are no longer present.
- If there are any changes to the schedule of construction activities, the Applicant shall coordinate with P&D and Santa Barbara County Parks Division to ensure additional noticing occurs within the Montecito community.

Plan Requirements and Timing: The Applicant shall prepare a Trail Access Plan for review and approval by P&D and Santa Barbara County Parks Division prior to the issuance of Zoning Clearance. The Applicant shall also post notices at least 1 month before construction activities.

Monitoring: County Planning and Development Department permit compliance staff shall spot check in the field throughout construction activities.

4.14 TRANSPORTATION / CIRCULATION

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Generation of substantial additional vehicular movement (daily, peak-hour, etc.) in relation to existing traffic load and capacity of the street system?			X		
b. A need for private or public road maintenance, or need for new road(s)?			X		
c. Effects on existing parking facilities, or demand for new parking?		X			
d. Substantial impact upon existing transit systems (e.g., bus service) or alteration of present patterns of circulation or movement of people and/or goods?			X		
e. Alteration to waterborne, rail or air traffic?				X	
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians (including short-term construction and long-term operational)?		X			
g. Inadequate sight distance? Ingress/egress? General road capacity? Emergency access?		X			
h. Impacts to Congestion Management Plan system?				X	

Existing Setting: The Project site is located along Hot Springs Road. The proposed driveway improvements would begin approximately 1,300 feet traveling north from East Mountain Drive. The location of the proposed single-family dwelling is located 2,200 feet north of the Hot Springs Trailhead. There is limited parking at the trailhead and no parking on Hot Springs Road. The trailhead is approximately 3,900 feet northeast of State Route 192/Sycamore Canyon Road.

County Environmental Thresholds: According to the County's Environmental Thresholds and Guidelines Manual, a significant traffic impact would occur when:

- 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 15, 10 or 5 trips to an intersection operating at LOS D, E or F.

Level of Service (including project)	Increase in Volume/Capacity Greater Than
A	0.20
B	0.15
C	0.10
	Or the addition of:

Level of Service (including project)	Increase in Volume/Capacity Greater Than
D	15 trips
E	10 trips

- Project access to a major road or arterial road would require a driveway that would create an unsafe situation, or would require a new traffic signal or major revisions to an existing traffic signal.
- Project adds traffic to a roadway that has design features (e.g., narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases 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 will become potential safety problems with the addition of project or cumulative traffic. Exceeding the roadway capacity designated in the Circulation Element may indicate the potential for the occurrence of the above impacts.
- Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at an acceptable LOS (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.

SB 743 changed transportation impact analysis under the CEQA Guidelines by requiring the use of vehicle miles traveled (VMT) rather than LOS or similar measures of vehicle capacity or traffic congestion to evaluate transportation impacts. The County has therefore developed: 1) new methodologies and metrics for estimating VMT; 2) screening criteria for projects assumed to have a less than significant impact on VMT; 3) thresholds of significance; and 4) feasible mitigation measures to reduce VMT. On September 15, 2020, the Board of Supervisors updated the County's Environmental Thresholds and Guidelines Manual to shift from LOS to VMT-based metrics. Specifically, Chapter 18, Thresholds of Significance for Transportation Impacts, of the Environmental Thresholds and Guidelines Manual now contains standardized VMT metrics, VMT screening criteria, VMT thresholds of significance, and VMT mitigation measures tailored to the unincorporated areas of the County. The screening criteria and thresholds of significance are now in effect for projects that are subject to CEQA and located within the unincorporated areas of the County.

Impact Discussion:

a, b, d) ***Insignificant.*** Construction traffic to the Project site would utilize the Olive Mill Road or San Ysidro Road exits from Highway 101 to reach the site. During construction, export would include a total of 450 4.5-yard bobtail truck export trips, and delivery/import would include 140 F-450 equivalent trips for materials delivery and 200 8-yard truck trips for concrete.

Following the completion of construction, the 2030 Travel Forecast for Santa Barbara County estimates that 10.9 vehicle trips per day would be generated per household in 2030 (Santa Barbara County Association of Governments 2004). Even considering the detached guesthouse as a separate residence, the proposed Project would generate less than 25 trips per day.

Affected intersections along the route would include East Valley Road and East Mountain Drive, which are cited in the Montecito Community Plan as experiencing an acceptable LOS C (see Policy CIRC-M-1.6). However, the contribution of the proposed Project to peak hour traffic at these intersections represents a

negligible increase over existing traffic levels and would not exceed the threshold of significance. Traffic generated by the proposed Project would not result in any alterations to public streets that would require new roads or a significant amount of increased roadway maintenance. Therefore, the proposed Project would have a less than significant impact related to these traffic impacts.

According to a technical advisory on evaluating transportation impacts from the State of California Governor's Office of Planning and Research (OPR), "[a]bsent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day[11] generally may be assumed to cause a less than significant transportation impact" (OPR 2017). Therefore, because the proposed construction activities would generate fewer trips than the OPR's threshold of 110 trips per day (refer to the discussion of construction activities in Section 1.0, *Request / Project Description*), impacts related to VMT would be less than significant.

c) ***Significant but Mitigable.*** The proposed Project would provide all required parking for the proposed single-family dwelling and attached guesthouse. One additional uncovered parking space would be provided for the detached guesthouse. MM TR-1 requires that all construction workers park on-site and prohibits parking at the Hot Springs Trail trailhead. With this mitigation measure, the proposed Project would have less than significant impacts to public parking.

e, h) ***No Impact.*** Roadways and intersections within the vicinity of the Project site operate at acceptable levels of service and are not subject to Congestion Management Plan requirements. The proposed Project does not include any alteration to waterborne, rail, or air traffic. As designed and conditioned, the proposed Project would have no impact on existing transportation facilities nor would it create any new demand for any new public facilities. Therefore, there would be no impacts to waterborne, rail, or air traffic or Congestion Management Plan requirements.

f, g) ***Significant but Mitigable.*** The proposed construction of the single-family dwelling would require that the northern-most unpaved segment of Hot Springs Road be improved. These improvements would be required to comply with MFPD's development standards for fire access. Since the access to the proposed residence is a private driveway, all costs associated with these improvements would be borne entirely by the Applicant. Residential traffic generated by the proposed Project would not result in significant impacts to road capacity since mitigated with the standard County transportation impact fee. The proposed Project would not impede transit access, nor would it otherwise cause or exacerbate an unsafe traffic condition related to use of Hot Springs Road for ingress/egress. MM BIO-8 requires that the Applicant designate the locations for all construction-related parking, equipment staging and storage, equipment wash-out areas to ensure impacts to all modes of transportation within the vicinity of the Project site, such as hikers, are minimized to the greatest extent feasible. The implementation of MM TR-1 requires that the Applicant notify neighbors of the construction schedule. The proposed Project would not create traffic hazards for motorists, pedestrians, bicyclists, or transit users, or affect emergency access on public roadways. Safety issues related to trail users are discussed in Section 4.13, *Recreation*; and MM REC-1 would mitigate impacts to trail users along to Hot Springs Trail. As designed, the proposed Project would provide adequate sight distance and access for all

[11] "CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines Section 15301[e][2]) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact" (OPR 2017).

necessary emergency services. With these project design features and mitigation measures, impacts would be less than significant.

Cumulative Impacts: As previously described, reconstruction or repair of as many as 400 residences as well as public infrastructure (e.g., roads, bridges, new or expanded flood control detention basins) would entail heavy haul truck trips. In contrast proposed Project would result in minimal vehicle trips associated with shuttling construction crews and equipment. Therefore, given the minimal number of truck trips associated with the proposed construction when considered with cumulative projects in the region the proposed Project would not contribute to cumulatively considerable impacts to transportation/circulation.

Mitigation and Residual Impact: The following mitigation measure would reduce transportation impacts to a less than significant level:

MM TR-1: **Construction Parking, Routes, and Notification:** All construction-related vehicles, equipment staging and storage areas shall be located on-site and outside of the road and highway right of way, as well as the Hot Springs Trail. No construction vehicles shall be parked at the Hot Springs Trailhead. If off-site parking is required to accommodate construction vehicles, the Applicant's Parking Designee shall submit the designated off-site parking locations to P&D permit compliance staff for review and approval prior to implementation. The Applicant shall provide all construction personnel with a written notice of this requirement and a description of approved parking, staging and storage areas. The notice shall also include the name and phone number of the Applicant's designee responsible for enforcement of this restriction. Primary routes to the Project shall be limited to the Olive Mill Road or San Ysidro Road exits from U.S. Highway 101. In coordination with the requirements of the Trail Access Plan (refer to MM REC-1), the Applicant shall provide all property owners along Hot Springs Road north of the intersection of East Mountain Drive with a construction activity schedule and construction routes at least 1 month in advance of construction activities. If there are any changes to the schedule of construction activities, the Applicant shall coordinate with P&D to ensure additional noticing occurs.

Plan Requirements and Timing: A copy of the written notices shall be submitted to P&D permit processing staff prior to issuance of Zoning Clearance.

Monitoring: Permit Compliance monitoring staff shall perform periodic site inspections to verify compliance with construction activity schedules, construction parking, and heavy haul truck routes.

4.15 WATER RESOURCES / FLOODING

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?			X		
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?		X			
c. Change in the amount of surface water in any water body?			X		

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
d. Discharge, directly or through a storm drain system, into surface waters (including but not limited to wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc.) or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?		X			
e. Alterations to the course or flow of flood water or need for private or public flood control projects?			X		
f. Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis, sea level rise, or seawater intrusion?				X	
g. Alteration of the direction or rate of flow of groundwater?			X		
h. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?			X		
i. Overdraft or over-commitment of any groundwater basin? Or, a significant increase in the existing overdraft or over-commitment of any groundwater basin?			X		
j. The substantial degradation of groundwater quality including saltwater intrusion?			X		
k. Substantial reduction in the amount of water otherwise available for public water supplies?			X		
l. Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?		X			

Existing Setting: The community of Montecito is located within the Mission Creek-Front Santa Barbara Channel watershed (Hydraulic Unit Code [HUC] 180600130203), which spans approximately 110 square miles, including the front country of the Santa Ynez Mountains to the Pacific Ocean from the Goleta Slough to Summerland (USEPA 2021). Hot Springs Creek runs from the Santa Ynez Mountains out to the Pacific Ocean. Approximately 2,800 feet north of the existing hairpin turn is the Montecito Hot Springs.

After a significant fire season in December 2017, a low-pressure system moved from the ocean to the mainland in January 2018, bringing heavy rain to Montecito and prompting mandatory evacuations throughout Santa Barbara, Ventura, and Los Angeles counties. Approximately 4 inches of rain fell in a 2-day period, including one 5-minute window where 0.5 inches of rain fell, causing several major debris flows (Schleuss et al. 2018). The debris flows were up to 15 feet in height, completely overwhelming the canyons. The canyon walls were completely reshaped, and as of spring 2018, only 5 to 10 percent of the vegetation had recovered (KANE GeoTech, Inc. 2018). The creek bed has since been restored and the coastal sage scrub and chaparral vegetation continues to recover.

The Project site is located within the Montecito Groundwater Basin (MGB), a 9.6 square mile coastal groundwater basin (Montecito Groundwater Sustainability Agency [GSA] 2020). The Department of Water Resources originally designated the MGB as a very low priority basin; however, it was reprioritized as a medium priority basin in 2020. Natural recharge to the MGB occurs through subsurface inflow from unconsolidated and consolidated rocks, infiltration of precipitation over the MGB, and stream seepage. The five major contributing watersheds that bisect the MGB include the Montecito Creek watershed, which is approximately 6.2 square miles; the Oak Creek watershed (2 square miles); the San Ysidro Creek watershed (4.9 square miles); the Romero Creek watershed (5 square miles); and the Toro Canyon Creek watershed (4.1 square miles). Together, these watersheds have an area of 22.2 square miles.

The last Groundwater Management Plan drafted by the Montecito Water District (MWD) was adopted in 1998. At that time, the safe yield for the subbasin underlying the Project site and the surrounding vicinity was 550 acre feet per year (afy), or 1,650 afy for the entire basin (MWD 1998). The overall groundwater quality was good; however, landscaping, agriculture, septic systems, underground storage tanks, seawater intrusions, and natural contaminants threaten water quality.

The Montecito Water District Urban Water Management Plan found that single-family residential properties make up 91.8 percent of total service connections, using approximately 2,482 afy, or 70.6 percent of total water use. The Plan projected 4,336 afy gross water use in 2020, servicing approximately 11,441 people, for a projected daily per capita water use of 338 afy (MFD 2015).

The Santa Barbara County Integrated Regional Water Management Plan (2019) reported that the sources of MWD water included 438 acre-feet from groundwater wells, 592 acre-feet from other surface waters, and 2,726 acre-feet from State Water Project. It reported that MWD had a municipal and industrial water demand of 3,222 afy.

Water Resources Thresholds: According to the County's Surface and Storm Water Quality Significance Guidelines a significant water quality impact is presumed to occur if the project:

- Is located within an urbanized area of the County and the project construction or redevelopment individually or as a part of a larger common plan of development or sale would disturb 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 Central Coast RWQCB's Basin Plan or otherwise impairs the beneficial uses[12] of a receiving water body;

[12] Beneficial uses for the County are identified by the Central Coast RWQCB in the Water Quality Control Plan for the Central Coastal Basin, or Basin Plan, and include (among others) 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 SWRCB or the Central Coast RWQCB under Section 303(d) of the Federal Water Pollution Prevention and Control Act (i.e., CWA); or
- Results in a discharge of pollutants of concern to a receiving water body, as identified by the Central Coast RWQCB.

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

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

Impact Discussion:

a, c) ***Insignificant.*** The proposed Project would replace an existing 11-foot-wide by 54-foot-long concrete Arizona crossing with a 16-foot-wide and 80-foot-long free span bridge, as required by MFPD as well as CDFW and agreed to by the Santa Barbara County Flood Control District. Site preparation around the bridge would include new asphalt paving on either side of the driveway, and restoration of a 16-foot natural channel beneath the bridge. The prefabricated bridge would be lifted in sections and placed over the creek from four lifting lugs. Although the channel would be temporarily altered beneath the bridge with the removal of the existing Arizona crossing, the proposed Project does not include development that would change existing currents, course, or direction of water movements (i.e., marine or fresh waters). Additionally, the proposed Project would not result in a change in the amount of surface water in a water body. The proposed Project – including the proposed removal of the Arizona crossing, the construction of the abutments for the free span bridge, and the restoration of the channel below – would require a CWA Section 404 permit issued by USACE and a Section 401 Water Quality Certification issued by the Central Coast RWQCB. The proposed Project would also require a Lake and Streambed Alteration Agreement issued by CDFW pursuant to California Fish and Game Code Section 1600. The Applicant would be required to obtain these permits and comply with all required permit conditions. Compliance with these conditions would ensure that impacts would be less than significant.

b, d, l) ***Significant but Mitigable.*** Because the proposed Project would result in the construction of approximately 1.64 acres of new impervious surfaces, it could result in potentially significant impacts on surface water runoff. Construction activities such as grading could also potentially create temporary increases in run-off and erosion. Uncontrolled and unmanaged storm water run-off can often carry with it a number of pollutants commonly found at construction sites or residential areas, such as oils and grease from driveway areas, and pesticides and fertilizers from landscaped areas. The proposed Project would consist of area drains around the proposed single-family dwelling unit, use of the proposed driveway to carry collected flow in an in-sloped gutter, and culverts under the proposed driveway at watershed flow path crossings. Ashley & Vance Engineering, Inc. completed a preliminary drainage study in March 2021 and found that the culvert analysis indicated that all culverts would meet the demand of a 25-year storm (Ashley & Vance Engineering, Inc. 2021a; see Attachment 10). Overland escape analysis indicated that the proposed driveway improvements would meet the demand of the 100-year design storm. The analysis found that the proposed Project would increase peak runoff by 0.06 to 0.19 cubic feet per second between five areas analyzed. However, as described in the Drainage Report, this increased surface runoff would be controlled by the construction of an engineered

concrete drainage apron along the proposed driveway. The storm water runoff would then be directed to a series of drainage-ways intermittently placed along the driveway.

MM WR-1 requires that the Applicant incorporate pervious materials into Project design. The proposed Project also includes several mitigation measures aimed at preventing water pollution during construction. MM GEO-1 requires that sediments are controlled with BMPs such as covering storm drains and blocking entrances with gravel pads and that all areas be revegetated after grading to reduce sedimentation (refer to Section 4.8, *Geologic Processes*). MM BIO-8 requires that equipment storage areas be located at least 100 feet from storm drains or water bodies. With these mitigation measures, impacts to surface water runoff flows would be less than significant (refer to Section 4.4, *Biological Resources*).

e) ***Insignificant.*** The proposed Project would not alter the course or flow of flood waters, or generate the need for flood control projects. The Crossing Analysis prepared for the proposed Project, including the new bridge crossing over Hot Springs Creek, would not increase the 100-year flood elevation, floodway elevations, or floodway widths (Ashley & Vance Engineering, Inc. 2021c). The bridge and driveway on either side are the only points of the Project that are at an elevation low enough to impact or be impacted by flood waters – the rest of the improvements would be at or above the top of the bank of the creek. Therefore, impacts related to the flow of flood water would be less than significant.

f) ***No Impact.*** The proposed single-family dwelling would be situated in the mountainous region of the County, and although serviced by a new private water well, the Project site is approximately 2.75 miles from the ocean and at an elevation of nearly 1,200 feet above mean high tide. Therefore, there would be no impact on risks associated with tsunamis, sea level rise, or seawater intrusion.

g-k) ***Insignificant.*** The proposed Project would be supplied water from an existing private water well that is located southwest of the proposed location of the new single-family dwelling. The water well derives its water from the Montecito Sub Basin, Storage Unit 1. The required 24-hour testing of the well demonstrated that it would meet the County's requirement of 6 gpm to serve the proposed single-family dwelling and the detached guesthouse (3 gpm each) (Simmons 2008). A drywell performance test confirmed that there is no groundwater down to 10 feet from the bottom of the dry wells (Pacific Materials Laboratory 2005). Permitting and periodic inspections and monitoring of the water well would be conducted by EHS and MWD and would be subject to all applicable requirements and protocols of those agencies. The estimated volume of water extraction used to serve a single-family dwelling and detached guesthouse is not expected to significantly alter the direction or rate of flow of groundwater. However, since the proposed Project would draw water from a water well that is adjacent to Hot Springs Creek, submittal of a Lake and Streambed Alteration Notification Form is required by the CDFW, who would determine if the proposed withdrawal of water from a proximate well near the creek would require issuance of a Lake and Streambed Alteration Agreement. As the proposed Project is at high elevation, there is low probability for saltwater intrusion in the groundwater subbasin. Therefore, with the notification of the CDFW and (if required) the implementation of a Lake and Streambed Alteration Agreement and any additional requirement from EHS and/or MWD, the project's impact on water supplies would be less than significant.

Cumulative Impacts: As previously described, reconstruction or repair of as many as 400 residences as well as public infrastructure (e.g., roads, bridges, new or expanded flood control detention basins) would result in the temporary ground disturbance that could result in erosion and increased turbidity in adjacent water courses. Additionally, these activities would involve use of hazardous materials during construction. However, the implementation of MM GEO-1 would require a SWPPP that would minimize sediment pollution into Hot Springs Creek. Additionally, the implementation of MM BIO-8 would reduce the risk of accidental spills that could otherwise affect water quality. Therefore, when considered with other

cumulative projects in the region – including reconstruction efforts associated with the debris flows – the proposed Project would not contribute to a cumulatively considerable impact.

Mitigation and Residual Impact: The following mitigation measures would reduce impacts to water resources associated with the proposed Project to a less than significant level:

MM WR-1: **Storm Water Retention-Pervious Parking:** To reduce runoff from impervious areas and allow for infiltration, the Applicant shall incorporate pervious materials or surfaces into the Project design.

Plan Requirements and Timing: The Applicant shall demonstrate use of pervious materials or surfaces on building, drainage and landscape plans as applicable.

Monitoring: P&D shall verify use as applicable during plan review; compliance monitoring staff shall site inspect for installation prior to Final Building Inspection Clearance.

MM WR-2: **Storm Water Retention-Residential Project:** BMP maintenance is required for the life of the proposed Project and transfer of this responsibility is required for any subsequent sale of the property. The condition of transfer shall include a provision that the property owners conduct maintenance inspection at least once a year and retain proof of inspections. The Applicant shall record a buyer notification that reads as follows: "IMPORTANT: BUYER NOTIFICATION: Long-term maintenance and proof of inspections of the buffer strip shall be the responsibility of the Owner. Maintenance is required for the life of the project and transfer of this responsibility is required for any subsequent sale of the property. The condition of transfer shall include a provision that the property owners conduct maintenance inspection at least once/year, retain proof of inspections, submit proof to the County upon request and allow the County access to the property to inspect to ensure compliance."

Plan Requirements and Timing: The Applicant shall complete the required recordation prior to issuance of Zoning Clearance.

5.0 INFORMATION SOURCES

5.1 County Departments Consulted

Montecito Fire Protection District; Santa Barbara County Public Works Department; Santa Barbara County Water Resources Division; Santa Barbara County Parks Department; Santa Barbara County Health Department – Environmental Health Services, Montecito Board of Architectural Review

5.2 Comprehensive Plan

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

5.3 Other Sources

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

6.0 PROJECT SPECIFIC *(short- and long-term)* AND CUMULATIVE IMPACT SUMMARY

Potentially Significant Impact:

- None identified

Significant but Mitigable:

- Aesthetics / Visual Resources
- Biological Resources
- Cultural Resources
- Fire Protection
- Geologic Processes
- Hazardous Materials / Risk of Upset
- Land Use
- Noise
- Recreation
- Transportation / Circulation
- Water Resources / Flooding

Insignificant Impact:

- Air Quality
- Air Quality – Greenhouse Gas Emissions
- Energy
- Fire Protection
- Geologic Processes
- Public Facilities

Cumulative Impacts:

- None identified

7.0 MANDATORY FINDINGS OF SIGNIFICANCE

Will the proposal result in:	Potent. Signif. and Unavoid.	Significant but Mitigable	Insignif.	No Impact / Beneficial Impact	Reviewed Under Previous Document
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, contribute significantly to greenhouse gas emissions or significantly increase energy consumption, or eliminate important examples of the major periods of California history or prehistory?		X			
2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals?			X		
3. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.)		X			
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X			
5. Is there disagreement supported by facts, reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR?				X	

1. With implementation of the project design features, required permit conditions, and the mitigation measures identified herein, the proposed Project would not have the potential to substantially affect individuals or populations of sensitive plant and wildlife species, contribute to cumulatively considerable GHG emissions, increase energy consumption, or affect important archaeological, cultural, or historic resources.

2. The proposed Project would include the temporary use of power tools, generators, heavy construction equipment, and heavy haul trucks of which would be fueled by gasoline and diesel. Use of these fuels would create a negligible demand on existing energy sources when considered in the context of regional supplies. The proposed Project would result in the addition of a single-family dwelling, attached garage, pool, and detached guest house, each of which would require electricity and natural gas. Additionally, the proposed Project would introduce additional vehicle trips associated with the residents and any guests at the proposed single-family dwelling or guest house. However, fuels consumption associated with this use would be negligible.

3. With implementation of the project design features, required permit conditions, and the mitigation measures identified herein, the potential environmental impacts of the proposed Project would not be significant. When considered with other cumulative projects in the region, the proposed Project would not contribute to a cumulatively considerable impact.

4. With implementation of the project design features, required permit conditions, and the mitigation measures identified herein, impacts to human beings associated with air quality, hazards, and noise would not be significant during construction or operation of the proposed Project.

5. There is no known supportable disagreement or expert opinion that would warrant preparation of an EIR.

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

Land Use: LU-M-1.2, LU-M-2.1, LU-M-2.2

Air Quality: AQ-M-1.3

Biological Habitats: BIO-M-1.2, BIO-M-1.3, BIO-M-1.6, BIO-M-1.7, BIO-M-1.8, BIO-M-1.10, BIO-M-1.15, BIO-M-1.16, BIO-M-1.17, BIO-M-1.18, BIO-M-1.19, BIO-M-1.20, and BIO-M-1.23

Flooding and Drainage: FD-M-1.1 and FD-M-2.1

Geology, Hillside & Topography: GEO-M-1.1, GEO-M-1.2, and GEO-M-1.6

Visual/Open Space Resources: VIS-M-1.1, VIS-M-1.2, VIS-M-1.3, and VIS-M-1.4

9.0 RECOMMENDATION BY P&D STAFF

On the basis of the Initial Study, the P&D staff:

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

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

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

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

Potentially significant unavoidable adverse impact areas:
_____ With Public Hearing _____ Without Public Hearing

PREVIOUS DOCUMENT: N/A

PROJECT EVALUATOR:_____ **DATE:**_____

10.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

___ I agree with staff conclusions. Preparation of the appropriate document may proceed.
___ I DO NOT agree with staff conclusions. The following actions will be taken:
___ I require consultation and further information prior to making my determination.

SIGNATURE:_____ **INITIAL STUDY DATE**: April 2024

SIGNATURE:_____ **NEGATIVE DECLARATION DATE**:_____

SIGNATURE:_____ **REVISION DATE:** _____

SIGNATURE:_____ **FINAL NEGATIVE DECLARATION DATE:** _____

11.0 REFERNCES

Ashley & Vance Engineering, Inc.. 2021a. Preliminary Drainage Report.

———. 2021b. Stormwater Control Plan.

———. 2021c. Crossing Analysis.

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12.0 ATTACHMENTS

1. Architectural Drawings, AB Design Studio, September 14, 2018.
2. Civil Engineering Drawings, Ashley & Vance Engineering, Inc., March 18, 2021.
3. Landscape Plans, Lane Goodkind Landscape Architect, June 4, 2020.
4. Retention Wall Plans, Lane Goodkind Landscape Architect, June 4, 2020.
5. CalEEMod Emissions Modeling Output, WSP USA Environment and Infrastructure Inc. March 7, 2022.
6. Biological Evaluation of Proposed Goerner Residential Construction Project, Hunt & Associates, June 20, 2022.
7. Arborist Report / Tree Protection Plan, Duke McPherson, May 18, 2020.
8. Phase I Archaeological Assessment, Brent Leftwich, PhD, RPA, September 2019.
9. AB 52 Consultation Correspondence
10. Drainage Report, Ashley & Vance Engineering, Inc., March 8, 2021.
11. Crossing Report, Ashley & Vance Engineering, Inc., March 8, 2021.
12. Road/Driveway Construction Phasing Plan and Projected Schedule, December 2023.