

# Summary Form for Electronic Document Submittal

**Form F**

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: \_\_\_\_\_

Project Title: Los Patos Underpass Removal

Lead Agency: City of Santa Barbara

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Project Location: Santa Barbara

*City*

Santa Barbara

*County*

Project Description (Proposed actions, location, and/or consequences).

As part of the Caltrans U.S. 101 HOV and Widening Project's 4E North Segment, the HWY 101 southbound off-ramp at Los Patos Way will permanently close. Once the off-ramp is closed, the Los Patos Underpass Project (Project) will remove the underpass (Bridge No. 51-0235), and fill in the underpass with compacted soil and reinstall the UPRR track on top of the fill. Landscaping will replace the former off-ramp. The terminus of Los Patos Way at the former underpass will be turned into a cul-de-sac. There will be gated access at the end of the cul-de-sac for maintenance access. There will be a temporary shoofly (rail bypass) constructed between the Project and the Cabrillo and Los Patos Roundabout Project to allow continued train travel during construction of both projects. The shoofly will be created once the retaining walls for the new Cabrillo/HWY 101 interchange are constructed as part of the U.S. 101 HOV and Widening Project's 4E North Segment. Funding is still pending for the Cabrillo/UPRR Bridge Replacement Project and U.S. 101 HOV and Widening Project's 4E North Segment. If state funding is awarded, construction is anticipated to begin in 2025 and will be completed in 2028.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The removal of the Los Patos rail bridge would be a potentially significant impact to the scenic highway or scenic view corridor and existing visual character of the area and will be evaluated in the EIR.

The project has the potential to directly impact transient reptiles on site during ground disturbance and/or vegetation removal. Up to 69 City-protected trees and 13 County-protected trees may be impacted. Adequate replacement locations for tree mitigation cannot be identified at this time so is considered a potentially significant impact. Therefore, this issue will be further studied in the EIR. BIO-1 Worker's Environmental Awareness Training; BIO-2 Nesting Bird Surveys; BIO-3 Best Management Practices; BIO-4 Pre-Construction Wildlife Surveys; BIO-5 Tree Protection Plan are proposed.

Los Patos Way Off-Ramp Underpass is eligible for listing in the California Register of Historical Resources and as a City of Santa Barbara Landmark or Structure of Merit as an example of a structure that was constructed out of local sandstone. The removal of the bridge is a significant and unavoidable impact to be studied further in the EIR which will discuss potential mitigation to reduce but not eliminate impact.

There is the potential for hazards contamination due to its proximity to Highway 101 and the UPRR railroad and will be studied further in the EIR.

The Los Patos Way Underpass is a historic resource and its removal may be inconsistent with City historic historic preservation policies and will be studied further in the EIR.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Los Patos Way Off-Ramp Underpass is eligible for listing in the California Register of Historical Resources and as a City of Santa Barbara Landmark or Structure of Merit. The removal of this bridge is potentially controversial

The need to remove up to 69 City-protected trees and 13 County-protected trees without adequate space to plant replacement trees as the UP rail right-of-way is not available to use to plant replacement trees per their policy.

Provide a list of the responsible or trustee agencies for the project.

Caltrans is a responsible agency

California Department of Fish & Wildlife is a trustee agency