



County of Santa Barbara
Department of Public Works,
Transportation Division

Environmental Scoping Document

Sandyland Shoreline Protection Project

Project Website: <https://www.countyofsb.org/4402/28667/Sandyland-Shoreline-Protection-Project>

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1.0 Purpose

This environmental scoping document describes the proposed *Sandyland Shoreline Protection Project* (Project). The proposed Project would repair and restore the 1983 design of the existing Sandyland seawall (rock revetment) to restore its shore protection function. The purpose of the proposed Project is to restore the level of shoreline protection function to current coastal engineering standards with the ability to adapt in the future to sea level rise (SLR) hazards.

This environmental scoping document provides a preliminary review of the potential environmental impacts associated with the proposed Project in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.). This environmental scoping document, along with comments received in response to the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Project, will assist the County of Santa Barbara (County) Public Works Department, Transportation Division, as the lead agency for the preparation of the EIR, in identifying environmental impacts, mitigation measures, and range of alternatives that must be considered in the EIR.

2.0 Background

The existing Sandyland Shoreline Protection is a 3,700-foot-long rock revetment located along the shoreline south of Sand Point Road that provides coastal shore protection primarily for 25 homes and accessory structures and secondarily for the Carpinteria Marsh. The revetment was originally constructed in 1964 with a design comprised of a 3,700-foot-long steep seaward slope of approximately 1:1 (horizontal:vertical), 2-ton armor stone and a crest elevation of 13.4 feet (relative to the NAVD88 vertical datum). At that time, the Santa Barbara County Board of Supervisors (Board) established the Sandyland Seawall Assessment District No.1 (Assessment District) and the Sandyland Seawall Maintenance District No.1 (Maintenance District) pursuant to provisions of the Improvement Act of 1911, Division 7 of the Streets and Highways Code of the State of California. The purpose of the Assessment District was to collect adequate funds to construct the Sandyland seawall.



The Maintenance District was formed for the purpose of collecting adequate funds to maintain the seawall. The Maintenance District is administered by the County with expenses for maintaining and operating the seawall assessed upon the real property lying within the Maintenance District. Each of the 25 homes are a member of the Maintenance District. The Sandyland Protective Association is the homeowners' association that includes almost all of the Maintenance District's members. At the time of the original construction, the homeowners granted the County easements for construction and maintenance of the seawall.



The Sandyland Shoreline Protection was improved in 1983. These improvements raised and widened the crest, increased the armor rock size, and extended the rock footprint seaward and landward.

In response to the severe winter storms of 1982-1983 that damaged the Sandyland Shoreline Protection and residential properties, the Board declared an emergency and the seawall was improved to represent more current coastal engineering standard practices for that time. The emergency repairs included raising the crest elevation from 13.4 feet to 16.4 feet (relative to the NAVD88 vertical datum), widening the crest to 10 feet, increasing the rock armor size, extending the armor seaward to a more hydraulically stable 2:1 slope and constructing a landward splash wall and swale. This seaward slope extension reduced public beach access (shore-perpendicular beach width) by approximately 18 feet. Emergency repairs also included augmenting the wave overtopping ("splash") protection buffer between the revetment crest and residences. The seawall was further repaired in 1994 and 1998 due to exposure to periodic storm events which have continued to result in gradual deterioration of the revetment. Proposed repairs are necessary to restore the hydraulic stability and shore protection function of the seawall.

3.0 Project Description

This section describes the proposed Project, including the Project Applicant/Lead Agency, project location, project summary, and project adoption and implementation actions.

3.1 Project Applicant / Lead Agency

The County of Santa Barbara is the Lead Agency preparing the EIR with the purpose of informing decision-makers and the public regarding the potential environmental effects related to the proposed Project in compliance with CEQA.

3.2 Project Location

The Project site is comprised of an existing approximately 3,700-foot-long seawall (rock revetment) located in unincorporated Santa Barbara County South Coast, approximately 0.7 miles west of the City of Carpinteria. The Sandyland Shoreline Protection is located seaward of the residential homes and accessory structures along Sand Point Road, between the residences and the beach. Regional access to the site is provided by U.S. Highway 101 (Hwy 101) to the north of the site. Local access is provided via Santa Claus Lane from Hwy 101 and Sand Point Road.

The Sandyland Shoreline Protection extends along the 25 properties along Sand Point Road. The Project site has a land use designation of Single Family; 3.3 units per acre (Res-3.3) and a zoning designation of single-family (10-R-1). Surrounding land uses include single-family residential to the

northwest, open space (Carpinteria Marsh) to the north and east, and the Pacific Ocean to the south and southwest. Land use, zoning, and surrounding land uses are summarized in Table 3-1.

Table 3-1. Site Information

General Plan Designation	<i>Single Family (Res- 3.3) 3.3 units/acre</i>
Zoning District, Ordinance	<i>Single-Family (10-R-1) 10,000 square feet (sf) min.</i>
Site Size	<i>5.5 acres</i>
Present Use & Development	Shoreline Protection
Surrounding Uses/Zoning	Northwest: <i>Single-Family (10-R-1) 10,000 sf min.</i> North and East: <i>Open Land (RES-100) Parcel Size 100 Acres min.</i> South and West: <i>Pacific Ocean</i> East: <i>Single-Family (7-R-1) 7 k ft² min lot.</i> West: <i>Residential (DR-1.8) Design Residential 1.8 units/acre gross</i>
Access	<i>Sand Point Road from Santa Claus Lane and Hwy 101</i>
Public Services	Water Supply: <i>Carpinteria Valley Water District</i> Sewage: <i>Carpinteria Sanitary District</i> Fire: <i>Carpinteria Summerland Fire Protection District</i> Other: <i>N/A</i>

3.3 Project Summary

The proposed Project would repair and restore the 1983 design of the existing 3,700-foot-long Sandyland Shoreline Protection located between Sand Point Road residences and the coastline. Specifically, the proposed Project would involve repairing the revetment by placing up to 15,000 tons of 3- to 5-ton armor rocks to achieve the 1983 design of the revetment with a 16.4-foot crest elevation (relative to NAVD88 vertical datum), a 2:1 (horizontal:vertical) seaward slope, and a crest width of 10 feet. The repair would involve minor re-working of the revetment, using new (imported) armor rocks to fill voids in the revetment, correct low points and reduced width in the revetment crest, and address areas where existing armor stone has been dislodged. Where possible, existing displaced armor rock would be salvaged and re-used.

In addition, the proposed Project would provide dune vegetation enhancement along the landward splash wall. Existing non-native vegetation would be removed and native dune vegetation would be planted to create additional habitat area. Construction of the dune feature may require the import of a small amount of sand for dune vegetation establishment in locations where sand cover does not exist.

Lastly, of the 23 existing private access stairways constructed along the revetment to serve residences along Sand Point Road, under the proposed Project, 12 private access stairways would be demolished, and the design rock revetment would be restored in their place. The remaining 11 existing access stairways would be rebuilt with publicly accessible stairways in their place.

3.4 Project Adoption and Implementation Actions

The County Board of Supervisors will consider and the adoption of the proposed Project. The Board will need to take the following actions: Adopt environmental findings; certify the EIR; and, if needed, adopt a Statement of Overriding Considerations for any unavoidable, significant environmental impacts that will result from implementation of the proposed Project.

4.0 Scope of the Environmental Review

4.1 Overview

CEQA requires the preparation of an EIR to inform the public and decision-makers of the project's potential environmental effects. According to CEQA Guidelines Section 15151, "...[a]n EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences."

4.2 Environmental Topics to be Analyzed in the EIR

CEQA Guidelines Section 15060(d) states that an Initial Study is not required in cases where preparation of an EIR is determined to be clearly required by the Lead Agency. Accordingly, an Initial Study for the proposed Project is not provided herein. However, preliminary review of the proposed Project identified the following issue areas for evaluation in the EIR. Additional issues beyond those that are set forth below may also be addressed to the EIR, based on the comments received in response to the NOP for the EIR.

4.2.1 Aesthetics

Scenic views in the Project area are characterized by immediate views of the Pacific Ocean to the south and west, and more distant views of the Santa Ynez Mountain range and foothills to the north and east. The proposed Project involves the repair of an existing 14-foot-tall rock revetment, potentially obstructing or diminishing public views from the beach area towards the Santa Ynez Mountain range. The EIR will identify potential impacts associated with aesthetics, including alterations to the character or quality of public views along the beach. This analysis will be supported by photographs, aerial maps, and photosimulations.

4.2.2 Air Quality and Greenhouse Gas Emissions

The EIR will document the existing climatic and air quality conditions in Santa Barbara County, relevant Santa Barbara County Air Pollution Control District (SBCAPCD), State, and federal regulatory standards and thresholds, and attainment/nonattainment pollutants for the South-Central Coast Air Basin (Basin). The EIR will provide an up-to-date description of the current regulatory setting regarding greenhouse gas (GHG) emissions and climate change and assess consistency with Assembly Bill (AB) 32, Senate Bill (SB) 32, SB 375, State Attorney General, Office of Planning and Research and Climate Action Team recommendations, the County's Comprehensive Plan and Climate Change Vulnerability Assessment, and other recent State and federal regulations and standards. The EIR will provide information on vehicle trip generation associated with construction, the potential effects of construction and trip generation on emissions reduction. The EIR analysis will be supported by an air quality and GHG emissions modeling and impact analysis technical study that will quantify direct (e.g., emissions from



The area fronting the Sandyland Shoreline Protection provides views up and down the coastline with the Santa Ynez mountain range and foothills in the background.

operation of construction equipment) and indirect (e.g., emissions from electrical power generation) emissions for temporary construction and ongoing operational/maintenance emissions. Calculated emissions will be compared against adopted SBCAPCD and County thresholds. The EIR will analyze GHG emissions and will be calculated individually and collectively as carbon dioxide equivalent (CO₂e) from construction activities and operational emissions. The EIR will also assess the consistency of the proposed Project with regulations and policies, including the Comprehensive Plan and the Air Quality Attainment Plan as well as the Climate Action Plan and other applicable GHG policies.

4.2.3 Biological Resources

Ecological communities occurring along the coastal areas of the county include sandy beach, coastal dune and strands, and coastal salt marshes. These communities support habitat areas and sensitive species. The biological resource analysis will assess the potential for construction and future maintenance or repair activities under the proposed Project to impact sensitive biological resources based on site-specific biological resource surveys, desktop research using tools such as the California Natural Diversity Data Base (CNDDDB), National Wetlands Inventory (NWI) maps, habitat maps (e.g., Environmentally Sensitive Habitat [ESH] maps in Coastal Zone), or other data from adopted general and community plans, as well as regional plans or State and federal data.

4.2.4 Cultural and Tribal Cultural Resources

Santa Barbara County supports a rich assemblage of cultural resources, including hundreds of known prehistoric archaeological sites, historic structures and districts, a high potential for unknown subsurface prehistoric and historic resources, as well as potential tribal cultural resources. The cultural resources analysis will be based on desktop research using tools such as the County's database and maps of cultural resources, local and State agency lists of historic structures, or other data from local and regional plans or State and federal data. Based on receipt of comments on the NOP, consultation performed under AB 52 and SB 18, and input from the County and key stakeholders, the EIR will identify impacts on both pre-historic and historic resources, as well as tribal cultural resources.

4.2.5 Hazards and Hazardous Materials

The proposed Project involves the repair and improvement of an existing rock revetment which would require the use of heavy equipment on or near the beach that may introduce potential for accidental release of fuels, oils, lubricants and other hazardous material in a tidally influenced area during construction and maintenance activities. The EIR will identify potential impacts associated with hazards and hazardous materials, including the proposed Project's potential to create a hazard or upset to the public or physical environment.

4.2.6 Hydrology, Water Quality, and Coastal Resources

The proposed Project involves the repair of an existing rock revetment intended to protect coastal properties from coastal flood hazards, including wave-induced flooding and coastal erosion, as well as adaptation measures for future SLR. The EIR will identify potential impacts associated with hydrology, including both flooding and water quality impacts from construction of the proposed Project (e.g., construction materials or urban pollutants, such as oil, grease, and heavy metals) and long-term impacts due to the development. Further, the EIR will identify how Project-related alterations to the physical environment could impact or be impacted by coastal processes. Namely, the EIR would include assessment of any change in rates of beach erosion, change in surf characteristics, exposure of existing and new development to risk of loss, damage, or destruction from coastal processes; or substantial inhibition of natural coastal processes. This would also include analysis to address relevant CEQA

Appendix G thresholds for geology/soil resources, including whether or not the proposed Project would result in substantial erosion (e.g., coastal erosion). The analysis will be supported by numerous plans and studies prepared for the proposed Project, including wave uprush analyses, SLR vulnerability assessment, coastal processes impacts analyses, and a hydraulics and water quality technical study.

4.2.7 Land Use and Planning

Land use and development are governed by a range of County plans and policies, including the 1980 Land Use Element and community plans, and a range of County and State regulations and ordinances, including the California Coastal Act. Land use conflicts that can arise under repair of a seawall relate primarily to noise, air quality, and traffic associated with construction vehicle trips, congestion, safety, and public beach access. The EIR will address potential policy consistency issues regarding land use compatibility, recreation preservation, road and safety, division of an established community, public access and use of coastal resources, and other land use issues of possible community concern.

4.2.8 Noise

Residential communities in the county generate a range of noises, including ambient transportation noise, but generally maintain an acceptable noise environment (i.e., below 65 A-weighted decibels [dBA] outdoors; below 45 dBA indoors). Noise levels along the coastline are predominately generated by natural soundscapes (e.g., crashing ocean waves), vehicles, and visitors. Construction and maintenance activities under the proposed Project would generate noise from the operation of heavy construction equipment in close proximity to private residences and the public beach, potentially resulting in periods of excessive noise which could exceed acceptable outdoor and indoor noise levels. The EIR will analyze noise based on desktop research using tools such as the Comprehensive Plan and community plans, recent EIRs, available California Department of Transportation (Caltrans) data, and adopted noise standards. The analysis will be supported by a construction-related noise impact study that will calculate noise levels and groundborne vibration impacts generated by construction activities and compare results against applicable noise standards.

4.2.9 Recreation

Outdoor recreational resources available to county residents and visitors include parks, recreation trails, and beaches. The beach fronting the existing revetment is largely accessible only by private residents of Sand Point Road, but is a valuable public resource protected under the California Coastal Act for public use and enjoyment. Construction and maintenance activities under the proposed Project have the potential to result in temporary closure of portions of the public beach area or limited/restricted public access along the beach. Further, the revetment has the potential to exacerbate the impacts of SLR and increased storm and wave activity on the beach area seaward of the revetment due to reductions in beach width and loss from erosion, reducing the beach area available to public recreation. However, the proposed Project also involves the construction of new public accessways to the beach and/or across the revetment, which may improve public access to and use of a beach. The EIR will assess the potential effects of the proposed Project on public access to and use of the beach area fronting the Project site.

4.2.10 Transportation

The County supports a diverse transportation network, including regional freeways such as Hwy 101, State Highways (State Route 1, 154, and 246), and local roads in both urban and rural areas of the county. Construction and maintenance activities under the proposed Project would generate new heavy haul truck trips entering and exiting Sand Point Road from Santa Claus Lane and Hwy 101, potentially

disrupting traffic patterns, causing possible safety hazards to motorists, pedestrians, and bicyclists. To address potential transportation impacts, the EIR will assemble existing data related to transportation facilities in the County and include a policy consistency analysis for the proposed Project relative to applicable circulation plans and policies, as well as a programmatic evaluation of potential impacts associated with vehicle miles traveled, geometric hazards, and evacuation/emergency access as a result of Project construction and ongoing maintenance. The analysis will be supported by a construction-related transportation impact study that will analyze these impacts based on the methodologies and transportation impact thresholds contained in the *Santa Barbara County Environmental Thresholds and Guidelines Manual*.

4.2.11 Cumulative Impacts

CEQA Guidelines Section 15355 defines “cumulative impacts” as follows:

“Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.*
- (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

The EIR will assess the significant cumulative impacts to which the proposed Project may make a “cumulatively considerable” contribution (CEQA Guidelines Section 15130).

4.3 Alternatives Analysis

The EIR will describe a reasonable range of alternatives that would feasibly attain most of the basic objectives of the proposed Sandyland Shoreline Protection Project but would avoid or substantially reduce any of the significant effects of the project, as required by CEQA Guidelines Section 15126.6. For example, the alternatives may consider the trade-offs between differing rock revetment designs (e.g., revetment crest height, slope, toe position) and methods for repair, or replacement of the existing rock revetment with alternative shoreline protection devices (e.g., vertical walls, cobble, beach nourishment). The alternatives discussion in the EIR will include sufficient information about each of these alternatives to allow meaningful evaluation, analysis, and comparison. The EIR will describe the major characteristics and significant environmental effects of each alternative.

The alternatives analysis will meet the requirements of CEQA Guidelines Section 15126.6, which governs the type and range of alternatives that should be considered, and factors that affect the feasibility of such alternatives (e.g., economic viability, site suitability, availability of infrastructure). The alternatives analysis is linked to and supported by the identified project objectives. The EIR will provide a: reasonable range of alternatives for consideration, including different approaches to shoreline protection; and brief description of alternatives considered yet discarded from further evaluation (CEQA Guidelines Section 15126.6). Further, pursuant to Section 15126.6(e), the EIR will also include analysis of the No Project Alternative, which would describe the impacts of no repair or improvements to the existing revetment.

4.4 Other CEQA Required Discussions

Consistent with CEQA Guidelines Section 15126 this section of the EIR will summarize significant unavoidable environmental effects and describe the reasons that the proposed Project is being proposed notwithstanding any significant unavoidable impacts. Additionally, this section will describe significant irreversible environmental changes and growth inducing impacts. Effects found not to be significant also will be summarized and likely will include topical areas such as agricultural and forestry resources, energy, mineral resources, public services, utilities, wildfire, and others that are determined not to be affected by the implementation of the proposed Project.

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