

# **Arroyo Parida Creek Bridge Replacement Project**

Near Carpinteria at Arroyo Parida Creek, Santa Barbara, CA

05-SB-192-PM 15.4/15.6

05-396100

SCH# 2003011041

## **Initial Study with Mitigated Negative Declaration**



Prepared by the  
State of California Department of Transportation

**June 2009**



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## Arroyo Parida Creek Bridge Replacement Project

Replace the Arroyo Parida Creek Bridge No. 51-0113, widen the roadway on both sides of the bridge, raise the profile of the roadbed on the west side of the bridge to improve sight distance, upgrade existing culvert crossing, and modify the creek bed on State Route 192 between post mile 15.4 and 15.6.

### INITIAL STUDY with Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation

Jan 16, 2009  
Date of Approval

Kelly Hobbs  
Kelly Hobbs  
Acting Office Chief  
Office of Environmental Management,  
South  
Central Region Environmental Division  
California Department of Transportation

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# **Mitigated Negative Declaration**

Pursuant to: Division 13, Public Resources Code

## ***Project Description***

The California Department of Transportation (Caltrans) proposes to replace the Arroyo Parida Creek Bridge, also known as the Arroyo Paredon Creek, (Br. No. 51-0113) on State Route 192 (also known as Foothill Road). The bridge is in a rural agricultural area northwest of the City of Carpinteria, about six miles west of the State Route 192/150 junction, in Santa Barbara County.

The project would construct a new Arroyo Parida Creek Bridge with two 12-foot-wide lanes and two 8-foot-wide shoulders. The project would also widen the roadway on both sides of the bridge, raise the profile of the roadbed on the west side of the bridge to improve sight distance, upgrade existing culvert crossings, construct a retaining wall, modify the creek bed, construct fish weirs, and place rock slope protection along the side slopes upstream and downstream of the bridge structure.

## ***Determination***

Caltrans has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on growth; community impacts; traffic and transportation/pedestrian and bicycle facilities; cultural resources; paleontology; hazardous waste or materials; air quality; special status plant species; or parks and recreational facilities.

In addition, the proposed project would have no significant impact on agriculture; utilities/emergency services; hydrology and floodplain; water quality and storm water runoff; geology/soils/seismic/topography; noise and vibration; wetlands and other waters; threatened and endangered species; invasive species; or climate change.

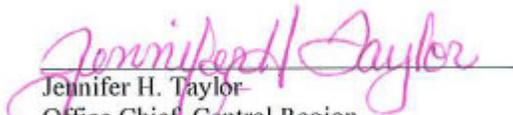
The proposed project would have no significantly adverse effect on visual and aesthetic resources and natural communities through implementation of a revegetation plan, thereby reducing potential effects to less than significant.

## ***List of Mitigation Measures:***

- The specific aesthetic style (color and texture) of the bridge rail shall be determined with

input from the local community.

- The outermost four feet of the paved roadway shoulders shall be color-coated a dark earth-tone.
- All visible metal guardrail shall be darkened.
- Caltrans shall restore 0.10 acre of waters of the United States and 0.08 acre of wetlands.
- Caltrans shall install fish weirs.

  
Jennifer H. Taylor  
Office Chief, Central Region  
Environmental South

  
Date

## Summary

The California Department of Transportation (Caltrans) proposes to replace the existing Arroyo Parida Creek Bridge on State Route 192 in Santa Barbara County in a rural, agricultural area northwest of the City of Carpinteria, about six miles west of the State Route 192/150 Junction. The replacement is needed because of continuing deterioration of the structural concrete and scour at the end of the concrete channel lining. Nonstandard bridge features, such as lane and shoulder width and sight distance, would also be updated to meet current standards.

Table S-1 summarizes the potential impacts of the project.

**Table S-1. Summary of Potential Impacts from Alternatives**

Potential Impact		Build Alternative	No-Build Alternative
<b>Land Use</b>	<b>Consistency with the County of Santa Barbara General Plan</b>	Consistent with the County of Santa Barbara General Plan	No change
<b>Coastal Zone</b>	<b>Local Coastal Program</b>	Overall, the project is consistent with the local coastal plan	Potential conflict with the California Coastal Act because eventual bridge failure will impede public access to the coast
	<b>California Coastal Act</b>	Overall, the project is consistent with the California Coastal Act	Potential conflict with the California Coastal Act because eventual bridge failure will impede public access to the coast
<b>Farmlands/Timberlands</b>		0.25 acre of prime farmland will need to be acquired	No change
<b>Property Acquisition</b>		1.73 acres of property will need to be acquired	No change
<b>Utilities/Emergency Services</b>		Would require utility relocation	No change
<b>Visual/Aesthetics</b>		Would result in moderately high visual impacts to the State Route 192 corridor. Removal of 28 ornamental Monterey Cypress.	No change

Summary

Potential Impact	Build Alternative	No-Build Alternative
<b>Hydrology and Floodplain</b>	Changes to the existing roadway profile may cause minor flooding within the current local flood zone	No change
<b>Water Quality and Storm Water Runoff</b>	Net benefit with improved flood performance	Continued streambed scouring
<b>Geology/Soils/Seismic/Topography</b>	In the event of a strong earthquake, ground rupture hazard at the site is considered low	In the event of a strong earthquake, there is high potential for bridge collapse
<b>Noise and Vibration</b>	Short-term impacts from construction may affect two residences near the project area	No change
<b>Natural Communities</b>	Removal of .01 acre (500 sq. ft) of riparian vegetation and 10 coast live oak trees.	No change
<b>Wetlands and other Waters</b>	Approximately 0.15 acre of wetland and other waters would be temporarily affected. Approximately 0.021 acre of wetland and other waters would be permanently affected.	No change
<b>Threatened and Endangered Species</b>	The project would have a net beneficial impact on California steelhead.	The habitat for steelhead will continue to degrade
<b>Construction</b>	Minor traffic delays	No change
<b>Climate Change</b>	Minor construction emissions	No change

**Following is a list of permits required for this project:**

- Coastal Development Permit and Conditional Use Permit from the County of Santa Barbara under authority of the California Coastal Commission;
- Section 404 permit from the U.S. Army Corps of Engineers;
- 1602 permit from the California Department of Fish and Game;
- Section 401 certification from the Regional Water Quality Control Board;
- National Pollutant Discharge Elimination System permit from the State Water Resources Control Board; and
- National Emissions Standards for Hazardous Pollutant permit from Santa Barbara County Air Pollution Control District.

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# Chapter 1 Proposed Project

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## 1.1 Introduction

The California Department of Transportation (Caltrans) proposes to replace the Arroyo Parida Creek Bridge, also known as the Arroyo Paredon Creek Bridge (Br. No. 51-0113) on State Route 192 (also known as Foothill Road). The bridge is in a rural agricultural area northwest of the City of Carpinteria, about six miles west of the State Route 192/150 junction, in Santa Barbara County (Figure 1-1 shows the project vicinity and location maps).

The need for replacement is based on the continuing deterioration of the bridge's structural concrete and the scour that has occurred at the end of the concrete channel lining. The existing Arroyo Parida Creek Bridge is a 36-foot long concrete girder steel stringer bridge, built in 1920, that has 9.5-foot lane widths and no shoulder. The project would replace the existing bridge with a reinforced concrete slab bridge, concrete bridge rail, two 12-foot-wide lanes, and two standard 8-foot-wide shoulders.

The project would also correct horizontal and vertical alignments, upgrade existing culvert crossings, construct a retaining wall, enhance the creek bed, construct fish weirs, and place rock slope protection along the side slopes upstream and downstream, and in the creek bed downstream of the bridge structure.

The funding for the project would come from the 2008 State Highway Operation and Protection Program (SHOPP) for delivery in the 2010/2011 fiscal year. The estimated cost of the project is approximately \$6.7 million. Construction would take about nine months, with completion of bridge construction set for December 2012.

## 1.2 Purpose and Need

This section of the document discusses the reasons for the proposed project and provides structure for the development of alternatives. In the alternative selection process, the alternatives are evaluated and compared on how well they meet the project's need and purpose, as well as an alternative's potential for impact to the environment and its economic costs.

### **1.2.1 Purpose**

The purpose of the project is to:

- Provide a structurally sound bridge
- Improve the bridge and highway safety and serviceability for the public
- Correct the scour problem and improve the conditions of the creek channel

### **1.2.2 Need**

An analysis conducted by the Department of Transportation’s structural experts and bridge maintenance staff revealed that the bridge has been deteriorating over time. Both the concrete and embedded reinforcing metal and girders that support the structure are weak and continue to deteriorate. Based on this investigation and the Department’s experience with similar bridges, the analysis concluded that the structural integrity of the bridge would be further compromised by continuous scour in the creek and/or a major seismic event. Scour is the erosive action of the creek that wears material away from the piers that support the bridge

Both factors mentioned above—weak structural support and scour erosion—pose risks of bridge failure. Bridge failure at this location would present a challenge to area residents and emergency vehicles. This failure would require residents and emergency vehicles to make long detours, greatly increasing the time needed to reach their destinations.

In addition, other features of the bridge and highway are not consistent with Caltrans design standards. The existing 1920’s bridge:

- Does not offer adequate vertical and horizontal sight distance.
- Consists of two 9.5-foot-wide (rather than the current standard 12-foot-wide) lanes.
- Has no shoulders, sidewalks, or bicycle lanes for safe pedestrian and bicycle use of the bridge.

Bridge failure would also restrict public coastal access. Restricted access would conflict with the Local Coastal Plan, which emphasizes that coastal access be facilitated. Thus, the need to construct the proposed project is to provide safety and serviceability for highway users.

## **1.3 Alternatives**

A build alternative and a no-build alternative are under consideration.

### **1.3.1 Build Alternative**

#### ***Arroyo Parida Bridge***

The existing bridge would be replaced with a new bridge consisting of two 12-foot lanes with 8-foot shoulders, with the bridge centerline remaining in the existing location. The bridge would be a reinforced concrete slab bridge on spread footings with a concrete bridge rail. Rock slope protection would be placed along the side slopes for about 36 feet upstream and 200 feet downstream. Rock slope protection would also be placed on the bed of the creek for the last 66 feet.

#### ***Highway 192 Roadway Approaches***

The roadway would be widened to include 12-foot lanes and 8-foot shoulders. The roadway would be widened from about 656 feet west to 328 feet east of the proposed bridge. The 8-foot shoulders would be tapered at the beginning and end of the project limits to conform to the existing pavement. The vertical profile on the west side of the bridge would be corrected to improve sight distance (raised about 5 feet at the high point), and the horizontal alignment would be corrected to improve sight distance throughout the project limits.

#### ***Retaining Wall***

A retaining wall approximately 98 feet long would be built on the southwest quadrant of the bridge approach.

#### ***Hydraulics***

The existing 36-inch corrugated metal pipe would be replaced with a 10-foot by 6-foot reinforced concrete box culvert. A raised drainage inlet about 574 feet west of the bridge would be replaced with a standard drainage inlet. Proposed drainage improvements are preliminary and may be refined during final design.

#### ***Fish Weirs***

Fish weirs would be built from about 115 feet downstream to 36 feet upstream of the proposed/existing bridge centerline. Proposed features of fish weirs are preliminary and may be refined during final design in conjunction with the Caltrans' Project Development Team and staff from NOAA Fisheries.

#### ***Driveways***

Dirt driveways on the north side of Highway 192 would be re-graded to conform to the proposed roadway. One dirt driveway on the north side of Highway 192 would be blocked off by the proposed terminal system; however, the parcel has an additional

driveway for access. The proposed edge of pavement would conform to the asphalt concrete driveway on the south side of the highway.

**Utilities**

Two existing high-pressure gas lines on the south side of Highway 192 would be relocated approximately 10-feet back due to the new structures. The project is being designed to avoid impacts to the existing Cachuma waterline. Utility poles in conflict with highway construction would be relocated to the proposed right-of-way line. Utility designs are preliminary and may be refined as more information becomes available, once the project moves into the design phase.

**1.3.2 No-Build Alternative**

The no-build alternative would leave the existing bridge and its approaches as they are. No improvements would be made to horizontal or vertical sight distance, or to fish habitat. No retaining wall would be needed or built, nor would utilities and drainage systems be moved and upgraded.

**1.3.3 Comparison of Alternatives**

The build alternative would replace Arroyo Parida Bridge with a structurally sound bridge; whereas, the no-build alternative allows the bridge to further deteriorate to the point of collapsing. The build alternative would implement current Caltrans design standards; in contrast, the no-build alternative would maintain the non-standard lane widths, no shoulders, and decreased sight distance. Lastly, the build alternative would correct the scour issue in the creek channel; while the no-build alternative would allow continuing deterioration in the channel bed of the creek.

Table 1.1 compares the build alternative and the no-build alternative.

**Table 1.1 Alternatives Comparison Summary**

Evaluation Criteria	Build Alternative	No-Build Alternative
<b>Provide a structurally sound bridge</b>	Corrects the deterioration of the bridge, provides a structurally sound bridge. Meets purpose and need.	The bridge structure would continue to deteriorate. Does not meet the purpose and need.

<b>Improve the bridge and highway's safety and serviceability for the public</b>	Increases serviceability for the bridge, improves sight distance and safety for the public. Meets purpose and need.	The bridge would remain with non-standard lanes, no shoulders, and decreased sight distance. Does not meet purpose and need.
<b>Correct scouring and improve the conditions of the creek channel</b>	Corrects the scour problem and condition of the creek channel. Meets purpose and need.	Scour would continue deteriorating the condition of the creek's channel. Does not meet the purpose and need.
<b>Construction Cost</b>	6,700,000	Continued maintenance and repair costs only

### 1.3.4 Identification of a Preferred Alternative

Caltrans has identified the build alternative as the preferred alternative. On April 18, 2009, the Project Development Team (PDT) held a meeting to discuss the project. After analyzing the project and with support from the District Director, the PDT decided to recommend the build alternative as the preferred alternative.

The build alternative was selected because it meets the project's purpose and need. The project would replace Arroyo Parida Bridge with a structurally sound bridge, meet Caltrans highway design standards, and correct the scour issue in the creek channel.

### 1.3.5 Alternatives Considered but Eliminated From Further Discussion

An alternative with a nonstandard, four-foot-wide shoulder was considered for this project. This nonstandard shoulder was proposed to avoid a potentially sensitive cultural resource that was initially thought to be within the project footprint. However, further investigation revealed that the resource did not exist within the project limits. In addition, it was initially thought that this design exception would be required to address visual issues; however, with the incorporation of proper minimization measures, the bridge and roadway can appear less noticeable and more compatible with the semi-rural setting. Lastly, this alternative had inadequate construction limits that did not account for the reconstruction of the roadway approaches. Thus, it was determined that the nonstandard 4-foot shoulder was not required and the justification for a design exception was no longer valid. As a result, Caltrans made the determination that current design standards would be implemented to provide a safe facility for the traveling public and the 4-foot shoulder alternative was rejected.

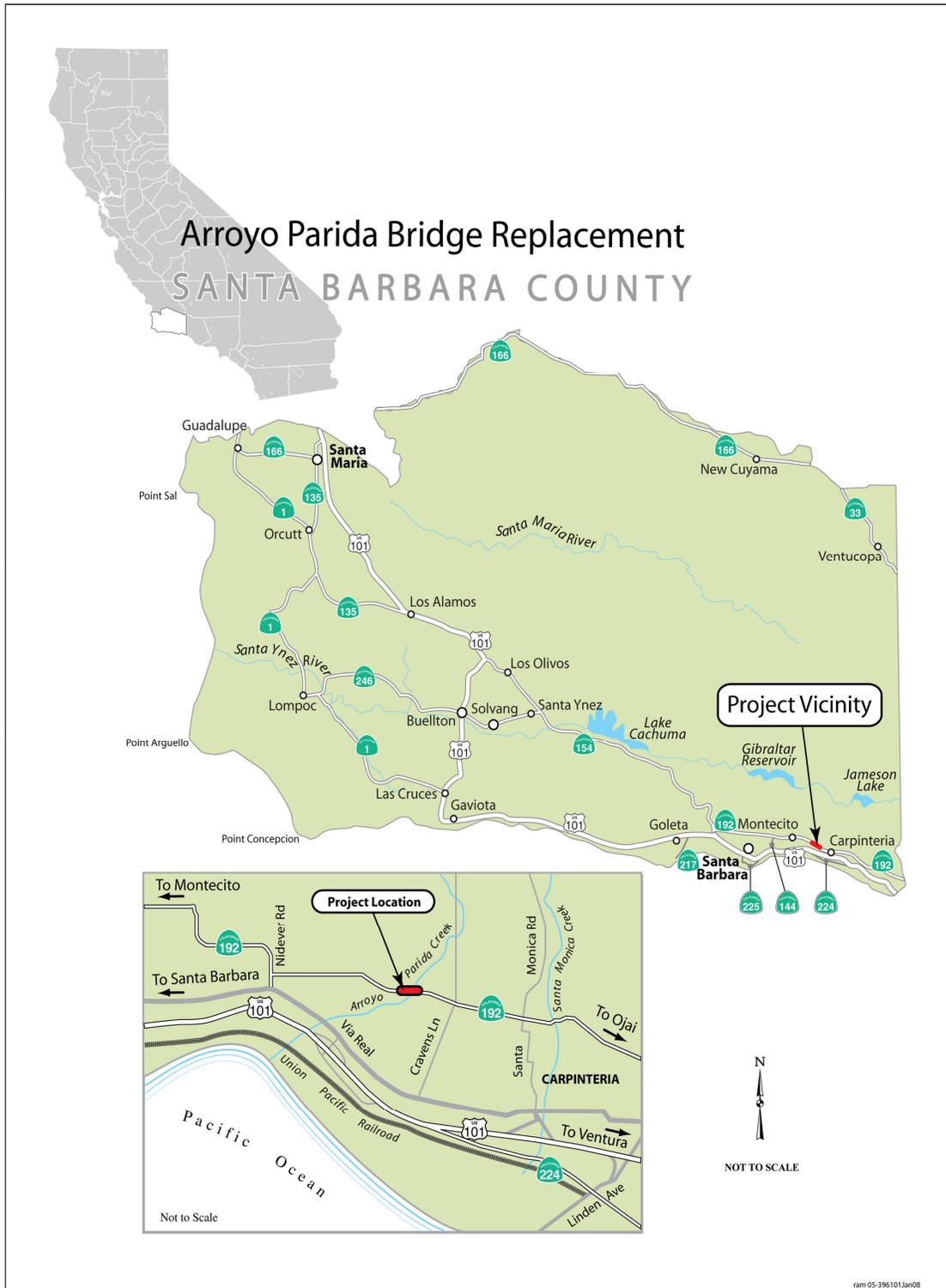


Figure 1-1 Project Vicinity and Location Map

## 1.4 Permits and Approvals Needed

The following permits, reviews, and approvals would be required for project construction:

**Table 1.2 Required Permits and Approvals**

<b>Agency</b>	<b>Permit/Approval</b>	<b>Status</b>
Regional Water Quality Control Board	Section 401 Certification for impacts to waters of the United States	Would be obtained before construction
United States Army Corps of Engineers	Section 404 Permit for impacts to the waters of the United States	Would be obtained before construction
California Department of Fish and Game	Section 1602 Agreement for Streambed Alteration for impacts to Arroyo Parida Creek and the intermittent tributary	Would be obtained before construction
County of Santa Barbara	Coastal Development Permit for development within the California Coastal Zone. In addition, a Minor Conditional Use Permit (CUP).	Would be obtained before construction.
State Water Resources Control Board	National Pollutant Discharge Elimination System (NPDES) Permit form storm water.	Would be obtained before construction
Santa Barbara County Air Pollution Control District	National Emissions Standards for Hazardous Air Pollutants (NESHAP) Permit to assure that no asbestos containing materials exist at project location.	Would be obtained before construction

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## Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

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This chapter explains the impacts that the project would have on the human, physical, and biological environments in the project area. It describes the existing environment that could be affected by the project, potential impacts from each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures. Any indirect impacts are included in the general impacts analysis and discussions that follow.

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered, but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document:

- *Growth:* There would be no impacts on growth for the project area is in an agriculturally zoned area. Source: From review of the Land Use element of the General Plan.
- *Community Impacts:* There would be no community impacts. There are no disproportionately high and adverse human health and environmental effects on minority populations or low-income populations.
- *Traffic and Transportation/Pedestrian and Bicycle Facilities:* There would be no adverse impacts on traffic and transportation because traffic volumes are not expected to increase. The replaced bridge maintains the identical number of vehicle lanes that currently exist. In actuality, there will be a beneficial impact for Pedestrian and Bicycle Facilities with the addition of the shoulder.
- *Cultural Resources:* There would be no impacts on cultural resources. Source: 2000 Historic Property Survey Report (HPSR) and 2007 Supplemental HPSR conducted for this project. A letter of concurrence by the State Historic Preservation Officer is included in Appendix H.
- *Paleontology:* There would be no impacts on paleontological resources. Source: Air Quality, Noise, and Paleontology Technical Reports, dated June 19, 2008.

- *Hazardous Waste or Materials:* There would be no impacts from hazardous waste or materials. Source: Hazardous Waste Revised Initial Site Assessment, dated August 17, 2004.
- *Air Quality:* There would be no impact on air quality. Source: Air Quality, Noise, and Paleontology Technical Reports, dated June 19, 2008.
- *Plant Species:* There are no special-status plant species within the project limits. Source: Natural Environment Study Report, dated January 2003, and Natural Environment Study Report Addendum, dated July 2008.
- *Noise:* There would be no increase in traffic volumes with the proposed project and, therefore, no increase in long-term noise levels. Source: Air Quality, Noise, and Paleontology Technical Report, dated June 2008. Refer to Section 2.4: Construction Impacts for further discussion.

## **2.1 Human Environment**

### **2.1.1 Land Use**

#### **2.1.1.1 Existing and Future Land Use**

The project lies in a local region known as “Toro Canyon,” northwest of the City of Carpinteria, in Santa Barbara County. The area is composed mostly of large areas of agriculture land; however, low-density residential, some commercial and recreational areas, and undeveloped open space is in the vicinity (Santa Barbara County General Plan, *Land Use Element: Toro Canyon Plan*; December 2004). There are no other projects in the immediate vicinity of this project.

#### **2.1.1.2 Consistency with State, Regional and Local Plans**

##### ***Affected Environment***

##### ***County of Santa Barbara Comprehensive Plan Land Use Element***

The project must coincide with the goals and policies of the County of Santa Barbara Comprehensive Plan Land Use Element. The plan states that “in areas designated as rural on the land use plan maps, the heights, scale, and design of structures shall be compatible with the character of the surrounding natural environment, *except* where technical requirements dictate otherwise.”

### *Toro Canyon Community Plan*

The project area is subject to the goals and policies of the Toro Canyon Community Plan: Development Standard CIRC-TC-1.5. According to the plan, the County shall balance the need for road improvements with protection of the area's semi-rural character. All development shall be designed to respect the area's environment and minimize disruption of the semi-rural character.

In addition, the project is subject to the goals and policies of the Toro Canyon Community Plan: Development Standard VIS-TC-2.1. This plan states that development, including houses, roads and driveways, shall be sited and designed to be compatible with and subordinate to significant natural features such as major rock outcroppings, mature trees and woodlands, drainage courses, visually prominent slopes and ridgelines, and coastal bluff areas.

### *California Land Conservation Act of 1965, or the Williamson Act*

The Williamson Act is a procedure authorized under state law to preserve agricultural lands as well as open space. Property owners entering into a Williamson Act contract receive a reduction in property taxes in return for agreeing to protect the land's open space or agricultural values. The proposed project would not affect lands subject to a Williamson Act contract. More detail regarding impacts to farmlands is provided in Section 2.1.2, Farmlands/Timberlands.

## ***Environmental Consequences***

### ***Build Alternative***

The build alternative is consistent with applicable adopted plans and policies: the Santa Barbara County General Plan, the Santa Barbara County Local Coastal Plan, and the Toro Canyon Community Plan. Because the project is mainly a bridge replacement and not capacity-increasing, the build alternative would not result in incompatible land uses or the physical division of an established community.

### ***No-Build Alternative***

The no-build alternative is consistent with the goals of the Santa Barbara County Coastal Plan and with the county's General Plans. Should the bridge collapse, however, it would have to be replaced to remain consistent.

## ***Avoidance, Minimization, and/or Mitigation Measures***

No measures would be required to remain consistent with state, regional or local plans.

### **2.1.1.3 Coastal Zone**

#### ***Regulatory Setting***

The Coastal Zone Management Act of 1972 is the main federal law enacted to preserve and protect coastal resources. The Coastal Zone Management Act sets up a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review federal permits and activities to determine if they are consistent with the state's management plan.

California has developed a coastal zone management plan and has enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the Coastal Zone Management Act; they include the protection and expansion of public access and recreation, the protection, enhancement, and restoration of environmentally sensitive areas, the protection of agricultural lands, the protection of scenic beauty, and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

Just as the federal Coastal Zone Management Act delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments (15 coastal counties and 58 cities) to enact their own local coastal programs. Local coastal programs determine the short- and long-term use of coastal resources in their jurisdiction consistent with the California Coastal Act goals. A federal consistency determination may be needed as well.

#### ***Affected Environment***

In January 1980, Santa Barbara County approved the county's Coastal Plan mandated by the California Coastal Act of 1976. This plan establishes and guides land use planning and coastal protection policies for the county. The proposed project is in a coastal zone, under the Santa Barbara County Coastal Plan. However, because the project is located within a statutorily-defined appealable area, the County's decision on the Coastal Development Permit could be appealed to the Coastal Commission, whether approved or denied.

The project area is designated by the County as “rural” and is viewed as having a high scenic value under the Coastal Plan. Although Highway 192 is not designated as a scenic route by the County or Caltrans, visual characteristics within the project area would be altered by the project. In addition, the project area is encompassed by land designated by the County as agriculture. Sections 3.4 and 3.8 of the County’s Coastal Plan have policies regarding visual resources and agriculture.

The main concern under Section 3.4.2 of the Santa Barbara County Coastal Plan is to protect views to scenic resources, such as wetlands, rivers and streams, from public areas such as highways. Furthermore, County Coastal Plan Policy 30251 states “Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.”

### ***Environmental Consequences***

Scenic resources may be affected with the implementation of Caltrans’ Safety and Design Standards for the new bridge. Please refer to Section 2.1.5 Visual/ Aesthetics for visual impacts. Although this change could affect the visual character in the vicinity of the bridge, the project would be consistent with the following goals stated in Section 1.2 of the Santa Barbara Coastal Plan:

- Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and man-made resources.
- Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone...

A replacement of the deficient bridge would maintain, enhance and restore biological resources that currently exist at the project location. Correcting the bridge’s scour problem and conditions of the creek’s channel would restore the creek’s natural environment back to semi-original conditions. In addition, correcting the conditions of the Arroyo Parida Creek channel would enhance the migration opportunity of the designated federally endangered steelhead. Overall quality of the coastal zone environment will be maintained; however visual quality will have a less than

significant affect. Bridge replacement would meet the needs of the people of the state by constructing a structurally sound bridge to improve the bridge and highway's safety and serviceability for the public. Lastly, the bridge replacement improves public access opportunities to the county's beaches by increasing roadway reliability.

### ***Avoidance, Minimization, and/or Mitigation Measures***

- Measures to minimize visual impacts from construction of the project would be implemented to make the bridge and roadway less noticeable and more compatible with the character of the surrounding area. Please refer to Section 2.1.4, Visual/Aesthetics, for further discussion of avoidance, minimization, and mitigation measures regarding visual impacts.
- Impacted sensitive biological habitat would be restored and/or replaced onsite to incur no net loss of these resources. Strict measures are included to avoid or minimize impacts to sensitive biological resources during construction. Please refer to Section 2.4 for additional information regarding the Biological Environment.
- The project is subject to a Coastal Zone Development permit from Santa Barbara County. The County may include additional measures to offset any perceived environmental impacts.

## **2.1.2 Farmlands/Timberlands**

### ***Regulatory Setting***

The National Environmental Policy Act and the Farmland Protection Policy Act (United States Code 4201-4209; and its regulations, 7 Code of Federal Regulations Ch. VI Part 658) require federal agencies, such as the Federal Highway Administration, and Caltrans as assigned, to coordinate with the Natural Resources Conservation Service if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the Farmland Protection Policy Act, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

The California Environmental Quality Act requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space

preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

### ***Affected Environment***

Digitally mapped data received from the California Department of Conservation's Farmland Mapping and Monitoring Program (2006) and information obtained from the Natural Resources Conservation Service as part of this analysis indicate that 1.73 acres of new right-of-way for the proposed project is located near agricultural land, 0.25 identified as important farmland. The California Department of Conservation identifies "important farmland" to analyze impacts to California's agricultural resources. The classification system combines technical soil ratings, current land use, and irrigation status as the basis for identifying important farmland.

Three types of important farmland are recognized by the State Department of Conservation: prime farmland, farmland of statewide importance, and unique farmland. In the project area, only one 29.4-acre parcel of farmland is currently being used. This property's farmland is within a 10-acre minimum agricultural-zoned area. No lands in the project area are under a Williamson Act contract.

### ***Environmental Consequences***

The Natural Resources Conservation Service (NRCS) determined that 0.25 acre is prime and unique farmland. The NRCS's evaluation process assigned an overall farmland impact rating of 141.5 out of 260 possible points. A score under 160 indicates that farmland impacts are not substantial; no further consideration of farmland impacts is required under the National Farmland Policy Act (see Form NRCS-CPA-106 in Appendix H).

A Farmland Conversion Impact Rating Form was submitted to the Santa Barbara County office of the Natural Resources Conservation Service on March 20, 2007. (see Appendix H).

### ***Avoidance, Minimization, and/or Mitigation Measures***

No measures would be required.

### **2.1.3 Community Impacts**

#### **2.1.3.1 Relocation/ Property Acquisition**

##### ***Regulatory Setting***

Caltrans' Relocation Assistance Program is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and Title 49 Code of Federal Regulations, Part 24. The purpose of the Relocation Assistance Program is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix D for a summary of the Relocation Assistance Program.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code 2000d, et seq.). Please see Appendix C for a copy of Caltrans' Title VI Policy Statement.

##### ***Affected Environment***

The project lies in a local region known as "Toro Canyon," northwest of the City of Carpinteria, in Santa Barbara County. The area is composed mostly of large areas of agriculture land; however, low-density residential, some commercial and recreational areas, and undeveloped open space are in the vicinity (Santa Barbara County General Plan, *Land Use Element: Toro Canyon Plan*; December 2004).

Four properties are located on the north side of Highway 192. Northwest of the proposed bridge lies a 54-acre parcel zoned for agriculture. This property is an organic produce farm, although fallow at the time of this write-up (Parcel #1). Northeast of the proposed bridge lies a home on a 1.08-acre parcel (Parcel #2). East of this property are two additional residential parcels that will not be affected.

On the south side of Highway 192 are 4 properties. Southwest of the proposed bridge lies a 30-acre parcel zoned as agriculture (Parcel #3). This property is a flower nursery with greenhouses that sells a variety of flowers to the wholesale market. Southeast of the proposed bridge lies a 10.55-acre parcel with 2 sub-parcels (Parcels #4). This is zoned and divided as residential and agriculture. The residential sub-parcel is approximately 2.5 acres with a single family residence on the property; the agriculture sub-parcel is approximately 8 acres total and consists of an avocado

orchard and palm tree nursery. The next property continuing eastward is a single family residence located on 0.034 acre (Parcel #5). The property on the southeast corner is zoned for agriculture (Parcel #6). This parcel is an orchard comprising mainly of avocados, yet a few citrus trees appear randomly on the 4.15 acre property. (Please refer to Figure 2-1 for all Property Acquisitions).

### ***Environmental Consequences***

Although there are no relocations, the project would require acquisition of property. The build alternative would require partial acquisitions from 6 parcels totaling 1.73 acres. These acquisitions would consist of land slivers along the north and south sides of Highway 192. Of the 6 partial acquisitions, a total 0.98 acres would be directly impacted to correct the highway alignments; 0.75 acres would entail easements among these parcels. These easements would be utilized for drainage, utility, and aerial easements for overhead power lines.

Two properties on the north side of Highway 192 would be impacted by the westbound roadway and shoulder extension. The organic farmland (Parcel #1) would require a land sliver approximately 25 feet wide by 750 feet long from the front entrance of the property. Drainage and utility easements would also occur on this property. Parcel #2, would lose 25-foot-wide by 22-foot long strip from the front yard of the residential property. Moreover, grading to conform to the new roadway would terminate an existing dirt driveway. However, this property has an additional driveway to utilize as a primary access point to the home.

On the south side of Highway 192, four properties would be impacted by the eastbound roadway and shoulder extension construction. Impacts to Parcel #3 would consist of a land sliver from the front entrance of the flower nursery approximately 25 feet wide by 600 feet long. In addition, a drainage easement would also need to be acquired from this parcel. The orchard and palm tree nursery, Parcel # 4, would be physically impacted with the acquisition of a 16-foot-wide by 150-foot long strip from the front entrance and a 16-foot wide by 60-foot-long strip from the orchard's edge. Drainage and aerial easements (electrical power lines) would be acquired on this property as well. The residential sub-parcel would lose a 16-foot-wide by 200-foot-long strip from the front yard of the dwelling. Ten avocado trees would be removed from the land sliver. Parcels #5 and #6, a single family residence and a mixed orchard will be slightly impacted with the partial acquisitions of aerial easements.

Property Type	Number of Parcels Impacted	Acres
Residential	3	0.23
Zoned Agriculture	3	1.5
Total	6	1.73

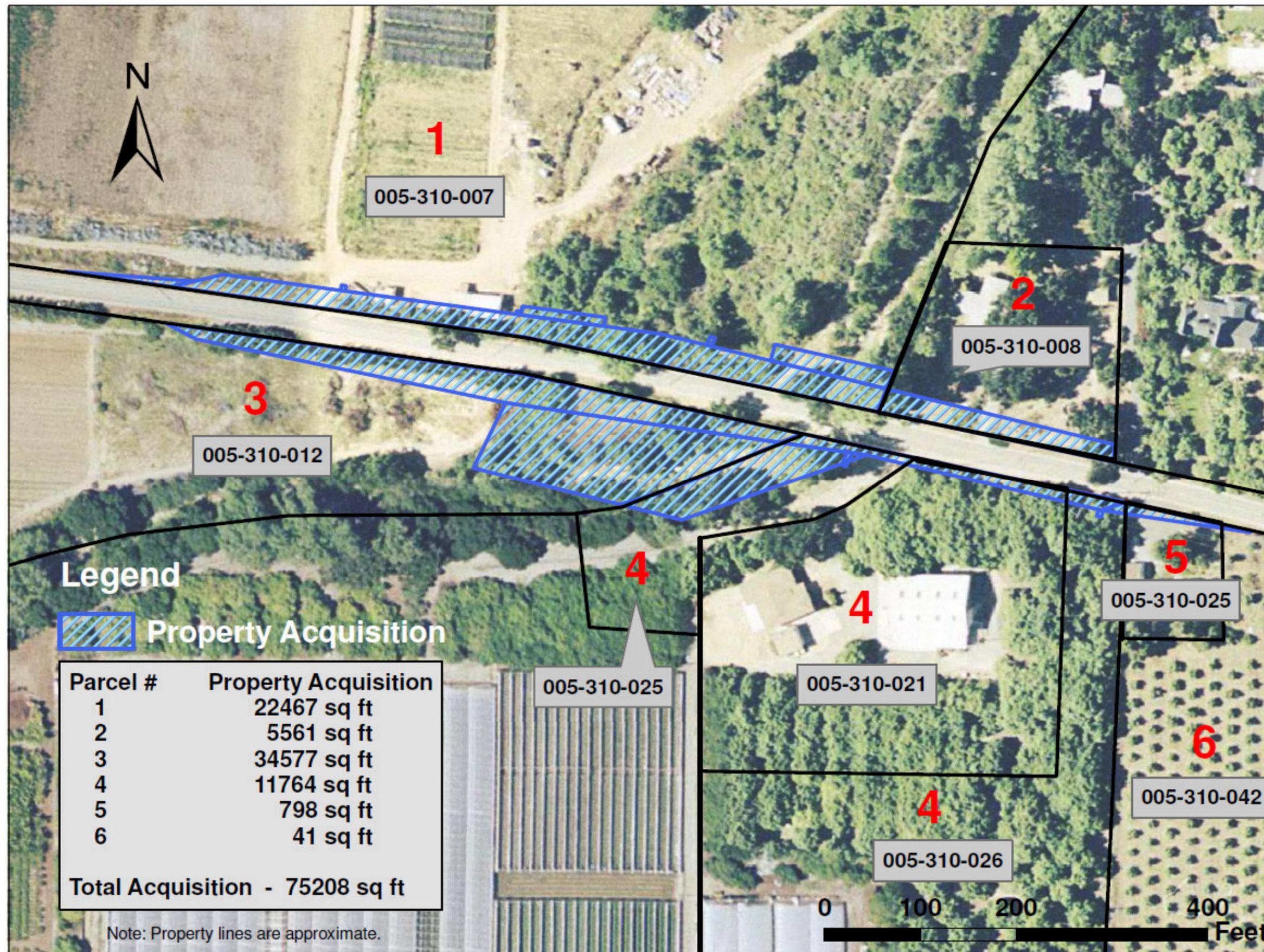
Table 2.1 shows the number of parcels and acres impacted from construction and easements.

### **Table 2.1 Property Acquisition**

#### ***Avoidance, Minimization, and/or Mitigation Measures***

All property acquisition activities for the proposed project would be conducted in accordance with the Real Property Acquisition Policies Act of 1970, as amended. The parcel owners will be fully informed of their rights, objective and fair property appraisals will be conducted, in which offers will be prepared based on appraised fair market values.

All driveways that would be affected by the project would be reconstructed to conform to the new roadway profile. The proposed edge of pavement would conform to all asphalt concrete driveways.



**Figure 2-1 Property Acquisitions**  
(Parcels Impacted by Construction and Easements)

#### **2.1.4 Utilities/Emergency Services**

##### ***Affected Environment***

Several utility lines cross the creek and run parallel to the existing bridge, including a 16-inch high-pressure natural gas distribution line, the Cachuma waterline, a 3.2-inch gas line with 16-inch casing, and utility poles. Refer to Section 2.4 for short-term impacts to emergency services.

##### ***Environmental Consequences***

The replacement bridge would require that some or all of these utility lines be adjusted or relocated within the state right-of-way. Utility poles in conflict with highway construction would be relocated to the proposed right-of-way line. The gas lines would be relocated to the south side of Highway 192. Caltrans expects to avoid the Cachuma waterline.

##### ***Avoidance, Minimization, and/or Mitigation Measures***

The project is being designed to avoid impacts to the Cachuma waterline. Utility companies would be responsible for moving their respective lines. Utility companies would notify affected residents if there would be a disruption in service while the relocation work were being completed.

#### **2.1.5 Visual/Aesthetics**

##### ***Regulatory Setting***

The California Environmental Quality Act establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic, and historic environmental qualities.” [California Public Resources Code Section 21001(b).]

##### ***Affected Environment***

A Visual Impact Assessment was produced by Caltrans in January 2008 to assess the visual and aesthetic issues of the proposed project. This report concluded that the existing visual quality of the project area is moderately high due to the vegetated roadside, narrow highway, old stone bridge rails, and glimpses of the nearby hills. Built elements outside of the roadway corridor also contribute to the existing visual quality, although visibility is limited. The project area provides a somewhat distinctive view because of the especially narrow bridge structure, combined with the

mature trees overhanging the roadway (see Figure 2-2, Existing and Proposed Photo-Simulation, Viewpoint 1). These characteristics result in a perceived smaller scale roadway facility and help define State Route 192 as a semi-rural corridor.

Because few critical offsite views of the project area exist, the affected viewers are mostly those who travel the highway and are in the immediate vicinity of the project. Viewpoint 1 was from westbound Highway 192, about 130 feet east of the bridge. Viewpoint 2 was from eastbound Highway 192, about 600 feet west of the bridge. The degree of viewer sensitivity in the assessment was based on the quality of views along the route, combined with the high value described in local planning policy regarding rural character and protection of visual resources within the Coastal Zone.

### ***Environmental Consequences***

The greatest long-term change caused by the project would be the alteration of roadway scale caused by the widened pavement and bridge structure. The project would create a more coherent, less cluttered view within the project limits. The project would remove 28 ornamental Monterey cypress trees lining the eastbound shoulder for the alignment correction. In addition, 10 native oak trees and a palm tree would be removed within the project limits (see Table 2.2, Trees Proposed for Removal). Although some of the enclosed feeling of the corridor would be lost, views of the surrounding rural and agricultural landscape would be improved. This newer segment of roadway would appear inconsistent with the overall scale and visual character of the rest of the Highway 192 corridor (see Figure 2-2/3, View of the Proposed Project, Viewpoints 1 and 2).

Because of this change in visual character, combined with the anticipated level of viewer sensitivity defined in community planning documents, the project is expected to result in adverse impacts to the visual environment. Considering the extent of change and viewer sensitivity, these impacts would be moderate and over time would decrease as the proposed creek and roadside planting matures.

### ***Avoidance, Minimization, and/or Mitigation Measures***

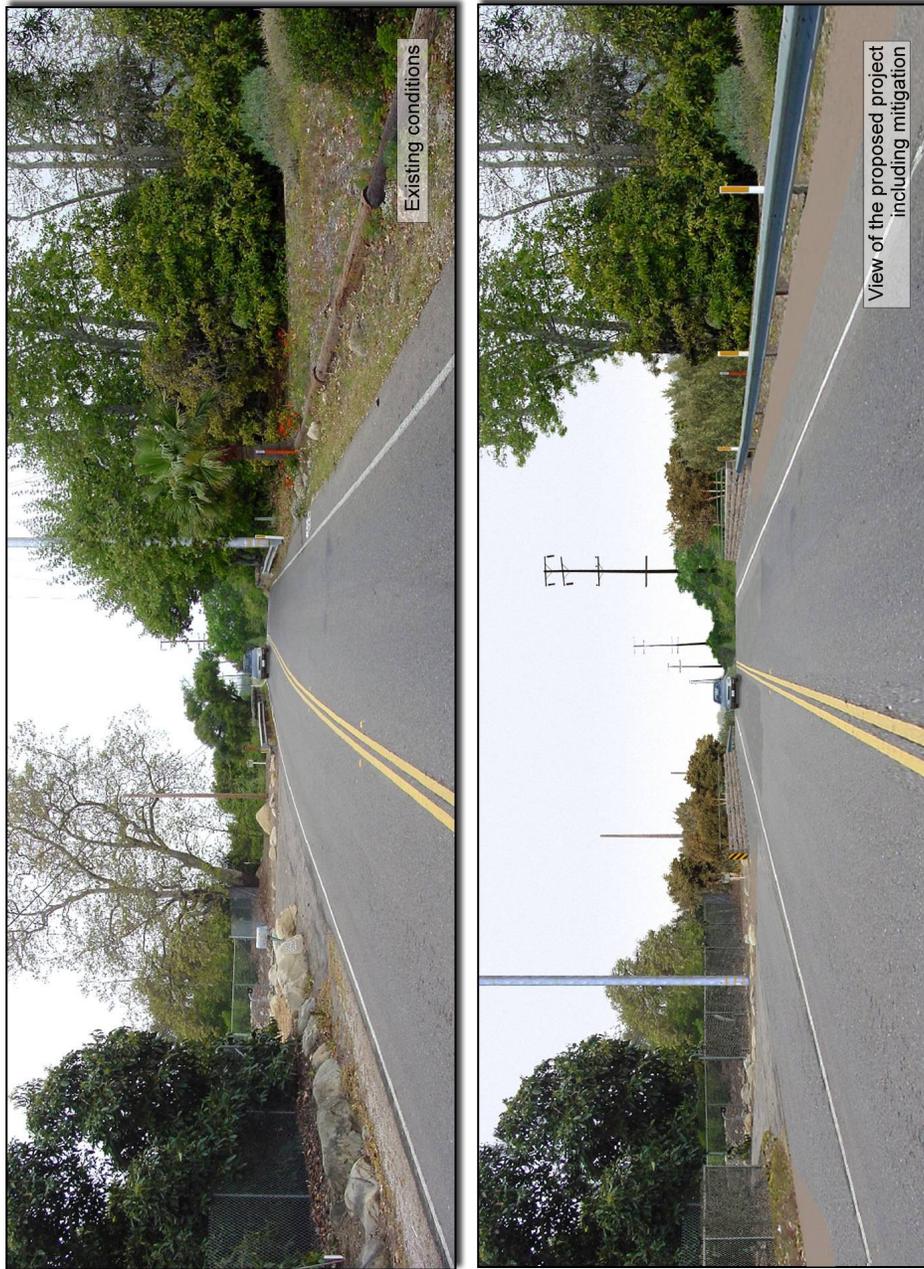
The visual quality evaluation ratings conducted for the project show that without the proposed replanting and architectural treatment to the bridge rail, a substantial change in visual resources would occur.

However, with planting along the creek and roadway, and construction of a rustic bridge rail, the overall reduction in visual quality would be minimal. It is estimated

that the proposed planting would require 5 to 10 years to achieve substantial visual benefit.

With implementation of the following measures, impacts resulting from the construction of the project would be reduced by making the bridge and roadway less noticeable and more compatible with the semi-rural setting. Caltrans proposes the following measures:

1. Construction of the new bridge rail will incorporate texture and color appropriate for the rural setting. The specific aesthetic style of the bridge rail shall be determined with input from the local community.
2. To minimize the visual impact of the retaining wall built on the southwest quadrant of the bridge approach, the retaining wall texture and color utilized will be contingent on the input from the local community.
3. The outermost 4 feet of the paved roadway shoulders shall be color-coated a dark earth-tone to match the existing soil and reduce the perceived visual scale of the roadway facility.
4. All visible metal guardrail and bicycle/pedestrian rail components will be darkened to reduce reflectivity and to visually blend with the background landscape.
5. Post and wire strand or mesh shall be used as replacement fencing. Property owners will be notified of their options for replacement fencing.
6. Planting will be implemented to the maximum extent possible considering safety, maintenance, and horticultural feasibility. A minimum of 100 native trees and 80 native shrubs shall be planted along the roadway and creek. A minimum of 100 native willows will be planted within the rock slope protection along the creek.



Viewpoint 1  
Westbound Highway 192 approximately 130 ft. east of the bridge.

Conceptual Photo-Simulations  
Arroyo Parida Creek Bridge - Highway 192



Figure 1

**Figure 2-2 Existing and Proposed Photo-Simulations  
(Viewpoint 1- Looking West)**



Figure 2

Figure 2-3 Existing and Proposed Photo-Simulations

## (Viewpoint 2- Looking East)

### 2.2 Physical Environment

#### 2.2.1 Hydrology and Floodplain

##### ***Regulatory Setting***

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. Requirements for compliance are outlined in 23 Code of Federal Regulations 650 Subpart A. To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

##### ***Affected Environment***

A Conditional Letter of Map Revision application, which was approved on June 19, 2008, and the Water Quality Report, dated July 2, 2008 were prepared to assess existing floodplain and water quality conditions within the project area and potential impacts associated with the proposed project.

The existing bridge crosses Arroyo Parida Creek, which drains a watershed of about 3.7 square miles above the bridge site. From its headwaters in the Santa Ynez Mountains, the creek flows south through narrow valleys and steep rugged terrain in the Los Padres National Forest. It travels east and then south to the bridge site, and eventually westerly to the Pacific Ocean.

The Federal Emergency Management Agency Flood Insurance Rate Maps for the County of Santa Barbara show that the project area is in a 100-year floodplain. However, the existing channel above the bridge does not have the capacity to convey

an entire 100-year flood. As a result, the adjacent properties may be subject to flooding. See Appendix G for the Federal Emergency Management Agency Flood Insurance Rate Map of the project area.

### ***Environmental Consequences***

The new bridge would be longer and have improved flood capacity compared to the old bridge. In addition, the culvert just west of the bridge that crosses under the highway would be enlarged. The new bridge and culvert would improve the flow of floodwaters. As a result, the potential for the highway to remain operable during a flood would be substantially improved. Although the proposed bridge and highway could undergo a heavy flood, a 100-year storm may affect local properties.

Changes to the existing roadway profile to meet current Caltrans design standards may result in a minor increase to flooding caused by a 100-year storm to local properties within the current local floodplain. The increased roadway approaches and alignment correction would raise base floodplain elevations, but would not increase the elevation enough to cause significant impact. The existing culvert would be replaced with a larger box culvert that would pass 95% of the upstream water flows, during a 100-year event, if such an event were to occur. The remaining 5% of the flow would escape the channel upstream of the proposed new bridge.

Caltrans has collaborated with the Federal Emergency Management Agency and has obtained from the agency a Conditional Letter of Map Revision (CLOMR) concurring with Caltrans' finding of no significant impacts to floodplain values.

Because most of the proposed work would be performed within existing facilities, the proposed project would not affect natural and beneficial values of the floodplain and would not result in a significant floodplain encroachment as defined in 23 Code of Federal Regulations 650.105(q).

### ***Avoidance, Minimization, and/or Mitigation Measures***

The proposed bridge shall be designed to closely match the existing roadway profile to minimize increases to creek flooding.

As required by the Federal Emergency Management Agency, Caltrans has notified all property owners downstream about the amount of increase a 100-year flood would have on their property due to the project's impact on base flood elevation.

## **2.2.2 Water Quality and Storm Water Runoff**

### ***Regulatory Setting***

Section 401 of the Clean Water Act requires water quality certification from the State Water Resources Control Board or from a Regional Water Quality Control Board when the project requires a Clean Water Act Section 404 permit. Section 404 of the Clean Water Act requires a permit from the U.S. Army Corps of Engineers to discharge dredged or fill material into waters of the United States.

Along with Clean Water Act Section 401, Section 402 of the act establishes the National Pollutant Discharge Elimination System permit for the discharge of any pollutant into waters of the United States. The federal Environmental Protection Agency has delegated administration of the National Pollutant Discharge Elimination System program to the State Water Resources Control Board and nine Regional Water Quality Control Boards. The State Water Resources Control Board and Regional Water Quality Control Board also regulate other waste discharges to land within California through the issuance of waste discharge requirements under authority of the Porter-Cologne Water Quality Act.

The State Water Resources Control Board has developed and issued a statewide National Pollutant Discharge Elimination System permit to regulate storm water discharges from all Caltrans activities on its highways and facilities. Caltrans construction projects are regulated under the statewide permit, and projects performed by other entities on Caltrans right-of-way (encroachments) are regulated by the State Water Resources Control Board's Statewide General Construction Permit. All construction projects over 1 acre require a Storm Water Pollution Prevention Plan to be prepared and implemented during construction. Department activities less than 1 acre require a Water Pollution Control Program.

### ***Affected Environment***

According to the Water Quality Report dated July 2, 2008, the Arroyo Parida Creek lies in the Carpinteria Hydrologic Area of the South Coast Hydrologic Unit as listed in the Water Quality Plan-Central Coast Region (Basin Plan). The Central Coast Regional Water Quality Control Board (Water Board) published the Basin Plan to regulate water quality in the Central Coast Hydrologic Basin. Beneficial uses of water and associated water quality objectives are listed in the Basin Plan for Arroyo Parida Creek. Under federal law, each state must develop control plans, called Total Maximum Daily Loads (TMDLs), to address water impairments. The result of the

TMDL is to attain and maintain water quality standards for the impaired water body. However, the Water Board has not adopted TMDLs for Arroyo Parida Creek.

The project lies in the Arroyo Parida watershed. Intensive agriculture operations, suburban land development and roads are the main land uses in the vicinity. The existing bridge includes a concrete stream grade control structure that has created a substantial barrier for aquatic species migration in the watershed. Arroyo Parida Creek is habitat for steelhead and discharges to the Pacific Ocean.

Arroyo Parida Creek is on the 303(d) list of Impaired Water Bodies. This list was established under the 1972 Clean Water Act to identify and rank bodies of water that do not meet water quality standards. This watershed is listed as impaired due to boron and nitrate stressors with unknown sources; the proposed project is not considered a substantial source of these contaminants.

This project may require dewatering and/or diversion of shallow groundwater. Groundwater should be of good quality, but may contain low levels of agricultural chemicals (fertilizers, herbicides and pesticides).

### ***Environmental Consequences***

Removal of the concrete stream grade control structure should substantially improve aquatic species migration in the watershed.

The construction of a longer bridge and replacement of an enlarged box culvert would improve the flow of floodwater. Improved flood performance would be a net improvement for water quality because less erosion would occur during floods.

Drainage easements would be needed for the construction and maintenance of the proposed box culvert. In addition, drainage easements would be needed for the construction and maintenance of the fish weirs, and placement of the rock slope protection.

When the old bridge is replaced, the creek would have more space to maintain a natural meander under the bridge. As the creek moves laterally, the potential for creek bank instability may increase. Although this level of bank instability may increase for a few years once the project were constructed, ultimately this change would enhance the geomorphology of the creek and improve the ecological conditions upstream and downstream of the bridge.

### **Avoidance, Minimization, and/or Mitigation Measures**

Rock selected (sized) for the weirs would be analyzed to ensure that the geomorphology of the creek would be maintained as naturally as possible. As much as possible, onsite creek bed material would be used to build the weirs. Oversized rock would be placed at the foundation of the weir as a grade control feature to protect the bridge. In the rest of the weir, smaller rock would be used. The smaller rock would be similar to the native rock found in the creek to ensure that the rock and bed load migrate naturally down the watershed.

The Caltrans District Water Quality Engineer would work closely with the project engineers during the design and construction phases for the rock weirs. The design of the rock weirs would be done in consultation with resource agencies and the project development team. The design would ensure that the creek is as close to a natural condition as possible, in the proximity of the bridge, to protect the structural integrity of the bridge.

Other measures include the following:

- Standard storm water best management practices will be used during and after construction to minimize water quality impacts. Work in the creek bed will be done in the dry season. A stream diversion may be necessary if the creek is not dry during construction.
- Re-vegetation will be designed within the watershed and within Caltrans right-of-way to optimize shade canopy over the creek to help maintain cool water temperatures for steelhead. Photo point monitoring will be performed to document the establishment of riparian shade canopy.
- Channel side slopes will be 2:1, and all roadway side slopes will be 4:1 (horizontal to vertical) or flatter to minimize erosion.
- The project site will be monitored and photographed annually for three years and after all major flood events. Photos will include the toe of the creek banks, all pools, riparian vegetation and the channel up and downstream of the project site. The location and direction of each photo point will be documented to ensure photos could be compared over time. These photos will help document the level of success of this project and help plan for similar projects using rock weirs.
- A Storm Water Pollution Prevention Plan will be developed for this project.

- Caltrans would cooperate with regulatory agencies to obtain the proper permits required to build the proposed project. There would be coordination with the Army Corps of Engineers for a 404 permit, Regional Water Quality Control Board for a 401 certificate, and U.S. Fish and Game for a 1600 Streambed Alteration Agreement.

### **2.2.3 Geology/Soils/Seismic/Topography**

#### ***Regulatory Setting***

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects “outstanding examples of major geological features.” Topographic and geologic features are also protected under the California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Caltrans’ Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects. The current policy is to use the anticipated Maximum Credible Earthquake from young faults in and near California. The Maximum Credible Earthquake is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

#### ***Affected Environment***

According to the California Seismic Hazard Map 1996, two known faults lie within a half-mile of the project site. To the north is the More Ranch-Mission Ridge-Arroyo Parida-Santa Ana Fault; to the south is the Mesa-Rincon Creek Fault. There are no earthquake faults, including those delineated on the most recent Alquist-Priolo Fault Zoning Maps, known to pass through the project site.

#### ***Environmental Consequences***

In the event of an earthquake along the two closest known faults, strong ground shaking could occur at the project site. With no known fault running through the project site, however, ground rupture hazard is considered low, with no impact from rupture expected.

### ***Avoidance, Minimization, and/or Mitigation Measures***

The new bridge would incorporate design measures for seismic loading and soil liquefaction. This would reduce the exposure of travelers as well as the new bridge structure from possible potential adverse effects from seismic activity.

## **2.3 Biological Environment**

### **2.3.1 Natural Communities**

#### ***Regulatory Setting***

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors, fish passage, and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value. However, because this is a small-scale bridge replacement project, wildlife corridors and habitat fragmentation were not addressed in the Natural Environment Study (NES) and, therefore, not included in this section.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed in Threatened and Endangered Species, Section 2.3.3. Wetlands and other waters are discussed in Section 2.3.2.

#### ***Affected Environment***

A Natural Environment Study, dated January 2003, and Natural Environment Study Addendum, dated July 2008, were prepared for the project. The survey identified riparian and wetlands as the two natural communities of special concern within the project area. The riparian vegetation along creek corridors provides both food and shelter to a variety of wildlife species. In addition, riparian vegetation provides shade to keep water temperatures cool for aquatic species.

With the land use that surrounds the project location, the creek's potential for wildlife to flourish is confined. However, because the creek's overstory canopy is relatively intact, the creek is still useful to birds and as a potential fish migration corridor. Two large sycamores on the east side of the creek and one large sycamore on the west side of the creek provide most of the shade for the site. Directly adjacent to the bridge,

most of the shrubby understory has been removed. Existing grouted slope protection precludes most riparian vegetation from the site. Only at the northwest corner of the bridge is there a somewhat intact assemblage of riparian habitat made up of small coast live oaks (*Quercus agrifolia*), elderberry (*Sambucus mexicana*), ceanothus (*Ceanothus spinosa*), and a Pittosporaceae (*Pittosporum undulatum*). There is also a thin band of riparian vegetation with an intermittent tributary drainage that crosses the highway about 280 feet west of the bridge; the arroyo willow (*Salix lasiolepis*) is the predominant species in this area. In addition, isolated native trees (coast live oaks and a few California walnuts) are scattered throughout the project limits.

**Environmental Consequences**

Trees located in the riparian area that would be removed during construction include six coast live oaks, ranging in size from 6 inches to 24 inches in diameter at breast height, and one non-native palm tree. Three large sycamore trees that provide most of the shade to the creek would be avoided. Additional oaks and ornamental trees would be removed outside the riparian area to create room for the proposed eastbound shoulder widening. See Table 2.2 for a list of trees proposed for removal.

**Table 2.2 Trees Proposed for Removal**

Species	Riparian Area						Non-Riparian Area			
	Diameter at breast height	24"	20"	9"	8"	6"	Diameter at breast height	20"	9"	8"
Coast live oak	Quantity	1	1	1	1	2	Quantity	1	1	2
Non-native	1 (Palm)						28 (Ornamental: Monterey Cypress)			

**Avoidance, Minimization, and/or Mitigation Measures**

- To avoid possible impacts upon nesting birds, all vegetation removal will occur outside of the nesting season (after August 31 and before February 15).
- All work would be confined to the Caltrans right-of-way and construction easement areas.
- To avoid impacts to large sycamores (*Platanus racemosa*) onsite, Environmentally Sensitive Areas would be established on portions of the easterly creek bank. The Environmentally Sensitive Areas would be delineated on project plans and in the field at the start of construction.

- Environmentally Sensitive Area fencing would be used to protect native trees not marked for removal.
- Access to the channel bottom would be from the west side of the bridge.
- To minimize potential effects upon water quality, it would be necessary to divert flows around the work site by means of cofferdams and diversion pipes. The diversion would be in place April 15 to November 30 during construction as detailed in the National Marine Fisheries Service Biological Opinion.
- To minimize impacts to natural communities, riparian planting and re-vegetation shall occur. Riparian plantings would be placed at all four corners of the new bridge, along the banks of the creek south of the bridge, and banks of the tributary south of the highway. Planting would also occur in the small basin between Arroyo Parida Creek and the intermittent tributary. Willows would be planted in the ungrouted rock slope protection that would replace the current grouted rock onsite. To offset the temporary loss of vegetation, riparian planting and revegetation would occur mostly at the bridge.
- Coast live oaks over 6 inches in diameter at breast height that are planned to be removed by construction shall be restored at a planting ratio of 10:1, which equates to approximately 100 trees replanted (refer to Table 2.2 above). Disturbed areas that are not large enough to accept riparian trees and shrubs would be seeded for erosion control.
- Caltrans would follow the guidelines set by the County of Santa Barbara's Standard Oak Tree Protection and Replacement Plan.
- A three year plant establishment contract would ensure 100% survival of all plantings through this initial period. An additional two years of monitoring would be done to assure that the success criteria specified in the permits received from various resource agencies is met. See Section 2.2.2, Water Quality and Storm Water Runoff for additional measures for riparian planting and monitoring.

Avoidance, minimization and/or mitigation measure are subject to change pending regulatory agencies' review during the permit process. As the project develops, these agreements may be revised.

## 2.3.2 Wetlands and Other Waters

### **Regulatory Setting**

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (33 United States Code 1344) is the main law regulating wetlands and waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of: hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers with oversight by the Environmental Protection Agency.

The Executive Order for the Protection of Wetlands (Executive Order 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this order states that a federal agency, such as the Federal Highway Administration, and Caltrans as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Game and the Regional Water Quality Control Boards. In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission) may also be involved. Sections 1600-1607 of the Fish and Game Code require any agency that proposes a project that would substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify the California Department of Fish and Game before beginning construction. If the California Department of Fish and Game determines

that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement would be required. The California Department of Fish and Game's jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the Army Corps of Engineers may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the Department of Fish and Game.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The Regional Water Quality Control Boards also issue water quality certifications in compliance with Section 401 of the Clean Water Act. Please see the Water Quality section for additional details.

### ***Affected Environment***

Waters of the United States were identified at Arroyo Parida Creek and at the intermittent tributary (Figure 2-4). Wetland delineations completed within the project area determined that nowhere do all three wetland parameters (hydrology, hydric soils and hydrophytic vegetation) exist together and therefore would not be considered wetlands by the U.S. Army Corps of Engineers.

However, several areas do exhibit at least one wetland characteristic, which qualifies each area as a wetland by the California Coastal Commission. California Coastal wetlands at Arroyo Parida Creek consist of a thin band of vegetation within the creek both upstream and downstream from the cement channel lining. California Coastal wetlands at the intermittent tributary are both upstream and downstream of the existing culvert. The channel bottom at the intermittent drainage supports wetland vegetation.

### ***Environmental Consequences***

There would be permanent impacts to Waters of the United States as a result of construction-related activities for the project; however this impact would be less than .05 acres. Permanent impacts at the intermittent tributary would occur from replacing the existing culvert with a larger concrete box culvert and installing rock slope protection. Permanent impacts to the Arroyo Parida Creek would occur from installing the rock weirs and rock slope protection. Temporary impacts would not be from fill placement, but disturbance from equipment access, which the U.S. Army

Corps of Engineers does not regulate. Table 2.3 shows the impacts the project would have on waters of the United States.

Table 2.3 shows the impacts that the project would have on jurisdictional waters of the United States and wetlands under California Coastal Commission jurisdiction:

**Table 2.3 Estimated Impacts to Waters of the U.S. and Wetlands**

Affected Resource	Impacts (in acres)	
	Temporary	Permanent
Waters of the United States	Arroyo Parida	
	0.090	0.189
	Intermittent Tributary	
California Coastal Commission Wetlands	Arroyo Parida	
	0.037	0.023
	Intermittent Tributary	
Total Affected Resources	0.152	0.2136



Figure 2- 4 Map of Waters/Wetlands to be Affected

### **Avoidance, Minimization, and/or Mitigation Measures**

All temporary impacts to wetlands and waters of the United States would be restored, if needed, to reflect their pre-existing topography. Natural vegetation would be quickly re-established due to the project being in an active floodplain. Riparian vegetation would be planted on the channel slopes above the waters of the United States. Most of Arroyo Parida Creek's bottom would be restored with the removal of the existing concrete channel lining. In addition, Caltrans proposes the following:

- Caltrans proposes to compensate onsite for the permanent loss of waters of the United States and wetlands by restoring 0.10 acre of waters of the United States and 0.08 acre of wetlands.
- To minimize potential effects on water quality, it will be necessary to divert flows around the work site by means of cofferdams and diversion pipes. The diversion will be in place April 15 to November 30 during construction.
- All areas beyond the minimum required for construction would be off-limits to construction activities.
- All storage/stockpile areas would be located in the uplands.
- The new bridge would span the creek and wetlands and would not require piers to be constructed within the waters of the United States.
- A Storm Water Pollution Prevention Plan would be implemented during construction as directed by the Caltrans National Pollutant Discharge Elimination System statewide storm water permit.

Avoidance, minimization and/or mitigation measures are subject to change pending regulatory agencies' review during the permit process. As the project develops, these agreements may be revised.

### **Only Practicable Finding**

Due to the nature of the project, no practicable alternatives of the proposed construction of Arroyo Parida bridge exist that would completely eliminate impacts to wetlands. Pursuant to Executive Order No. 11990 Caltrans has incorporated measures to minimize and mitigate for impacts to wetlands. Minimization measures used in design and construction of the project include; all areas beyond those required for construction would be off-limits to construction activities, all storage/stockpile areas would be located in the uplands or outside, new bridge would span the creek and

wetlands without having to place piers within wetlands or waters of the United States, Storm Water Pollution Prevention Plan would be implemented during construction.

Based on the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands that may result from such use.

### **2.3.3 Threatened and Endangered Species**

#### ***Regulatory Setting***

The main federal law protecting threatened and endangered species is the Federal Endangered Species Act: 16 United States Code, Section 1531, et seq. See also 50 Code of Federal Regulations Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems on which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, and Caltrans as assigned, are required to consult with the U.S. Fish and Wildlife Service and the National Oceanic and Atmospheric Administration Fisheries Service to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an incidental take statement. Section 3 of the Federal Endangered Species Act defines take as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or any attempt at such conduct.”

California has enacted a similar law at the state level, the California Endangered Species Act, California Fish and Game Code, Section 2050, et seq. The California Endangered Species Act emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Game is the agency responsible for implementing the California Endangered Species Act. Section 2081 of the Fish and Game Code prohibits “take” of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or

kill.” The California Endangered Species Act allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the California Department of Fish and Game. For projects requiring a Biological Opinion under Section 7 of the Federal Endangered Species Act, the California Department of Fish and Game may also authorize impacts to the California Endangered Species Act species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

### ***Affected Environment***

Steelhead trout (*Oncorhynchus mykiss irideus*) are the only species of concern that may be affected by the project. Steelhead, an ocean-going form of rainbow trout, occupy streams in watersheds with perennial fresh water. The presence of steelhead at Arroyo Parida Creek has been documented by the National Marine Fisheries Service. This regulatory agency has designated Arroyo Parida Creek as critical habitat for steelhead, which is a federally endangered species.

Analysis of potential impacts to steelhead is provided in the Natural Environment Study Addendum (July 2008). However, on August 6, 2003, the National Marine Fisheries Service issued an Incidental Take Statement for potential impacts to steelhead that could result from project construction (see Appendix L). In June 2007, it was confirmed with the National Marine Fisheries Service that the current project, as proposed, would be covered under the existing Biological Opinion.

### ***Environmental Consequences***

The existing drop-off at the downstream end of the existing channel lining is an impediment to fish passage. The project would remove the existing grouted channel lining, which has created a migration barrier for steelhead under some flow conditions, and construct a series of rock weir grade control structures designed to facilitate fish passage. This work would enhance the critical habitat for steelhead within Arroyo Parida Creek.

Project construction would have a net beneficial impact on steelhead as fish passage through the site would be improved by removal of the existing concrete channel lining and installation of rock weir grade control structures. Riparian plantings onsite would compensate for temporary impacts to Southern California steelhead.

### **Avoidance, Minimization, and/or Mitigation Measures**

To avoid impacting steelhead, minimization measures would be implemented during construction activities:

- To avoid direct effects to steelhead, water from Arroyo Parida Creek would be diverted around the worksite and into a temporary culvert. The diversion would remain in place for the duration of the project, and then be removed immediately after the work is completed.
- A biologist experienced in Fisheries work will be present at the worksite for the purpose of monitoring the water diversion and construction activities. Caltrans will supply the name of the Fisheries biologist to National Marine Fisheries Service at least 10 business days prior to the start of construction.
- The Caltrans biologist will ensure that no steelhead are present in the work area prior to the water diversion and during the project action. If fish are found near or within the location that will be dewatered, the biologist will contact the National Marine Fisheries Service to determine a proper relocation strategy prior to the start of work.
- The Caltrans biologist would contact the National Marine Fisheries Service immediately if a steelhead is found dead or injured.
- Caltrans will incorporate erosion control into the construction project for purposes of minimizing sediment runoff into flowing water.
- When de-watering of the workspace is necessary, either a pump will remove water to an upland disposal site, or a filtering system will be used to collect and then return clear water to the creek, for the purpose of avoiding input of sediment/water slurry into the creek. The pump or filtering system intake would be fitted with juvenile fish exclusion screen or netting (no larger than 0.025-inch), or similar devices that accomplish the same purpose.
- To avoid conflicts with migration of adult steelhead, Caltrans will not begin work until April 15 and will complete all in-stream work and remove the water diversion by no later than November 30.
- All material and debris related to bridge demolition and construction will be removed from the creek channel bed and riparian zone as soon as possible and prior to November 30.
- Caltrans will notify the National Marine Fisheries Service when construction is to begin 10 days prior to initiating work.
- Caltrans will provide a written monitoring report to the National Marine Fisheries Service within 15 working days following the completion of the project.

- All areas of native vegetation that are outside the project work area will be delineated as Environmentally Sensitive Areas on project plans and marked in the field with flagging or temporary fencing.
- The existing grouted channel lining, which has created a migration barrier under some flow conditions, will be removed and replaced with a series of rock weirs designed to facilitate fish passage.
- The cinder block and grouted rock bank lining will be removed and replaced with ungrouted rock and planted with willow poles.
- All coast live oak trees removed would be replaced onsite at a 10:1 ratio. Associated riparian vegetation, such as willows, will also be replanted. Tree and plant replacement would have a 3 year plant establishment period and would be monitored on a regular basis.
- To minimize the spread of invasive weeds, invasive species will be removed during construction and would not be replanted as part of highway landscaping. Care shall be taken to avoid any species that occurs on the California Invasive Plant Council's Invasive Plant Inventory in the Caltrans erosion control seed mix or landscaping plans for the project.

Avoidance, minimization and/or mitigation measures are subject to change pending regulatory agencies' review during the permit process. As the project develops, these agreements may be revised.

## **2.4 Construction Impacts**

### ***Affected Environment***

#### ***Traffic***

Traffic would not be allowed to access the bridge during construction. A road closure would constrain traffic, transport of large loads and heavy equipment. A temporary detour route would maintain traffic flow, but displaced traffic volume may affect roadways near the project site.

#### ***Noise***

A Noise Technical Report (2008) was prepared to evaluate the potential for adverse noise effects from the proposed project at noise-sensitive receivers. The report concluded that residences up to 1,600 feet from the construction activity may experience periodic increases in noise for the duration of construction (9 months).

### *Equipment Storage*

Equipment would need to be stored for the duration of the project. Several locations near the project area could store equipment, but a site has yet to be determined. The area for equipment storage would affect about one-third of an acre.

### *Utilities/Emergency Services*

Emergency services such as local law enforcement and fire services may be temporarily affected by detours. See Section 2.1.3 regarding utilities.

### *Air Quality*

Since 1994, Santa Barbara Air Pollution Control District (APCD) has included emissions from construction projects in their emissions inventory. They request a calculation of potential dust emissions, and require implementation of standard dust control measures on all projects that disturb soil.

## ***Environmental Consequences***

### *Traffic*

Temporary road detours would occur for the duration of construction, approximately nine months. Motorists, pedestrians, and cyclists would experience traffic delays as the project undergoes demolition and construction. It is expected that delays would be about 15 minutes for travelers who use the detour. The detour routes would experience a temporary increase in traffic volume.

Construction of the proposed project may result in some temporary, short-term disruptions in the project vicinity in regards to storing construction equipment. Short-term cumulative impacts may occur if other projects in the area are constructed during periods of time that overlap with construction of the proposed project.

### *Noise*

Post-construction noise levels are expected to be the same or lower than pre-construction noise levels. Short-term impacts from construction could affect the two residences within 140 feet of the proposed work area. However, since night work is not expected, nearby residents' normal sleep activities should not be affected by construction.

### *Equipment Storage*

Areas for staging and storage of equipment have yet to be determined.

### *Utilities/Emergency Services*

Emergency services may experience minor delays in response time within the vicinity of the project due to road closure.

### *Air Quality*

The proposed project would have short-term construction impacts on air quality. The project would disturb a maximum of 2 acres of previously unpaved surface. Total particulate matter generated by the grading operations is anticipated at 568 pounds over the life of the project.

## ***Avoidance, Minimization, and/or Mitigation Measures***

### *Traffic*

To minimize traffic delays, a detour route would be used. Potential traffic detour routes would be coordinated with local agencies and determined during the final design phase.

A Traffic Management Plan would be written to analyze the most efficient way to facilitate traffic in the project vicinity. The Traffic Management Plan would be developed to accommodate local traffic patterns and reduce delays, congestions, and collisions:

- The Traffic Management Plan shall include the following: changeable message signs, construction area signs, highway advisory radio (fixed and mobile), planned lane closure information on the Caltrans website, and Caltrans Highway Information Network.
- A Public Awareness Campaign will be implemented with the use of flyers, brochures, press releases, website, and advertising as required informing travelers of the project.
- Construction Zone Enhanced Enforcement Plan: Additional California Highway Patrol would be assigned to the construction zone during peak travel times to ensure construction zone safety.

The contractor shall be required to coordinate his or her activities to allow access to homeowners with driveways that are within the immediate vicinity of the bridge.

### *Noise*

Caltrans Standard Specifications (May 2007) Chapter 7 101I (Noise Control) that are applicable on all state highway construction projects require that the contractor "...

comply with all local sound control and noise level rules, regulations, and ordinances which apply to any work performed pursuant to the contract. Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion shall be operated on the job site without the muffler.”

The project would include public relations mailing of notices or otherwise contacting residents near the project area to discuss the scope, the estimated length of construction and potential noise impacts from the project as well as providing a telephone number to contact if special circumstances arise.

Temporary noise barriers-sheets of plywood or similar material mounted on portable concrete barriers would be used if complaints are received by the resident engineer.

Construction activities would be limited to the hours of 8:00 a.m. to 6:00 p.m., Monday through Friday. The noisiest construction activities shall be scheduled later in the morning.

The storage area, once determined, will be screened for all environmental impacts, prior to authorization. No significant impact is expected.

#### *Utilities/Emergency Services*

Emergency services would be notified a week in advance of the bridge closure to inform them of the delay and alternative routes accessible.

#### *Air Quality*

A National Emissions Standard for Hazardous Pollutants permit will be obtained to assure that no asbestos containing materials are involved in the existing bridge.

All areas of vehicle movement will be watered daily to prevent dust from leaving the site.

## **2.5 Climate Change under the California Environmental Quality Act**

### ***Regulatory Setting***

While climate change has been a concern since at least 1988 as evidenced by the establishment of the United Nations and World Meteorological Organization’s Intergovernmental Panel on Climate Change, the efforts devoted to greenhouse gas

emissions reduction and climate change research and policy have increased dramatically in recent years.

In 2002, with the passage of Assembly Bill 1493, California launched an innovative and proactive approach to dealing with greenhouse gas emissions and climate change at the state level. Assembly Bill 1493 requires the Air Resources Board to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions; these regulations will apply to automobiles and light trucks beginning with the 2009-model year. Greenhouse gases related to human activity include carbon dioxide, methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (1,1,1,2-tetrafluoroethane), and HFC-152a (difluoroethane).

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this executive order is to reduce California's greenhouse gas emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020, and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32, the Global Warming Solutions Act of 2006. Assembly Bill 32 sets the same overall greenhouse gas emissions reduction goals while further mandating that the Air Resources Board create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06, signed on October 17, 2006, further directs state agencies to begin implementing Assembly Bill 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and greenhouse gas reduction is also a concern at the federal level; at this time, no legislation or regulations have been enacted specifically addressing greenhouse gas emissions reductions and climate change. However, California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency to regulate greenhouse gases as a pollutant under the Clean Air Act (*Massachusetts vs. Environmental Protection Agency et al.*, US Supreme Court No. 05-1120. 549 US 497, Argued November 29, 2006—Decided April 2, 2007). The court ruled that greenhouse gases do fit within the Clean Air Act's definition of a pollutant, and that U.S. Environmental Protection

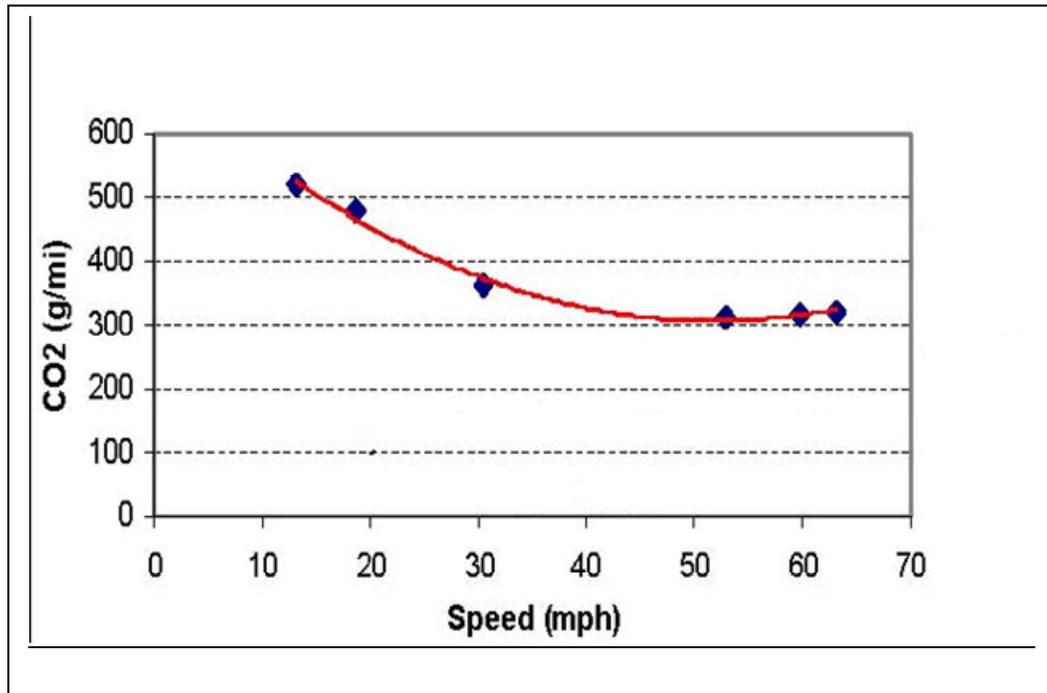
Agency does have the authority to regulate greenhouse gases. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting greenhouse gas emissions. The U.S. Environmental Protection Agency is currently determining the implications to national policies and programs as a result of the Supreme Court decision.

### ***Affected Environment***

According to *Recommendations by the Association of Environmental Professionals on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases.

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing greenhouse gas emissions reduction and climate change. Recognizing that 98% of California's greenhouse gas emissions are from the burning of fossil fuels and 40% of all human-made greenhouse gas emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans (December 2006). Transportation's contribution to greenhouse gas emissions is dependent on three factors: the types of vehicles on the road, the type of fuel the vehicles use, and the time/distance the vehicles travel.

One of the main strategies in Caltrans' Climate Action Program to reduce greenhouse gas emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0-25 miles per hour (see Figure 2-5 below). Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction in greenhouse gas emissions.



**Figure 2-5 Fleet Carbon Dioxide (CO<sub>2</sub>) Emissions vs. Speed (Highway)**  
***Environmental Consequences***

Caltrans recognizes the concern that carbon dioxide emissions raise for climate change. However, modeling and gauging the impacts associated with an increase in greenhouse gas emission levels, including carbon dioxide, at the project level is not currently possible. No federal, state, or regional regulatory agency has provided methodology or criteria for greenhouse gas emissions and climate change impact analysis. Therefore, Caltrans is unable to provide a scientific- or regulatory-based conclusion regarding whether the project's contribution to climate change is cumulatively considerable.

Nevertheless, carbon dioxide emissions are not anticipated to increase since the proposed project aims to replace the bridge with the exact number of lanes that currently exist. Only 8-foot shoulders-additions are to be constructed as part of the proposed project, which may increase pedestrian traffic, but not vehicular traffic flows. However, minor construction emissions may occur and inconsequentially impact climate change from the 9-month duration of construction.

#### ***Avoidance, Minimization, and/or Mitigation Measures***

Caltrans continues to be actively involved on the Governor's Climate Action Team as the Air Resources Board works to implement Assembly Bills 1493 and 32. As part of

the Climate Action Program at Caltrans (December 2006), Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, transit-oriented communities, and high-density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority.

Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars and light and heavy-duty trucks. However, it is important to note that control of fuel economy standards is held by the U.S. Environmental Protection Agency and the Air Resources Board.

Lastly, the use of alternative fuels is also being considered; Caltrans is participating in funding for alternative fuel research at the University of California at Davis.

To the extent that it is applicable or feasible for the project, the following measures can also help to reduce the greenhouse gas emissions and potential climate change impacts from projects:

1. Use of reclaimed water—currently 30% of the electricity used in California is used for the treatment and delivery of water. Use of reclaimed water helps conserve this energy, which reduces greenhouse gas emissions from electricity production.
2. Landscaping—reduces surface warming and through photosynthesis decreases carbon dioxide.
3. Portland cement—use of lighter color surfaces such as Portland cement helps to reduce the albedo effect (measure of how much light a surface reflects) and cool the surface; in addition, Caltrans has been a leader in the effort to add fly ash to Portland cement mixes. Adding fly ash reduces the greenhouse gas emissions associated with cement production—it also can make the pavement stronger.
4. Lighting—Use of energy efficient lighting, such as LED traffic signals.
5. Idling restrictions—for trucks and equipment.

## **Chapter 3**      **Comments and Coordination**

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Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings and interagency coordination meetings and consultation.

This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination. This document was prepared with the cooperation of professionals from a wide variety of disciplines, as shown in the List of Preparers in Chapter 4. In addition, the following agencies and authorities have been, or will be, contacted regarding this project:

- A Public Hearing was held at Canalino Elementary School in Carpinteria California on March 4, 2009. The public was provided the need and purpose of the proposed project. Panels showing proposed design of the bridge, along with the proposed Right-of-Way requirements were on display. The public submitted Comment Cards to Caltrans regarding the project, and were able to convey their viewpoints to a court reporter. Additional public comment letters were received during the 45 day review period. These comments were responded to and are found within Appendix D of this environmental document.
- A Public Information Meeting Open House was held at the Carpinteria City Council Chambers in January 2003. The public was provided the need and purpose of the project, along with a project description that included a design exception for 4-foot shoulders. The public submitted Comment Cards to Caltrans regarding the project, and these comments were addressed in the Mitigated Negative Declaration and Initial Study for Arroyo Parrida Bridge Replacement that was approved in April 2003. However, as this project progressed into the design phase, it was determined that the design exception was not warranted. So the project was redesigned to incorporate current Caltrans standards, and a new environmental document was initiated.
- County of Santa Barbara County Planning and Development received a Pre-Application for a Coastal Development Permit. Santa Barbara County responded to Caltrans with comments regarding the concerns for the project's impacts to the

Coastal Zone. Additional information was requested from the County of Santa Barbara County Planning and Development regarding the proposed project (March 2007).

- The National Marine Fisheries Service was contacted by the Federal Highway Administration, which initiated Section 7 formal consultation with the regulatory agency. The National Marine Fisheries Service issued a Biological Opinion on August 6, 2003, with an incidental take statement for steelhead including mitigation measures that have been incorporated into the project. In June 2007, Caltrans' Biologist, Mitch Dallas, contacted National Marine Fisheries Service regarding the 2003 Biological Opinion's validity with the proposed project consisting of 8-foot shoulders. It was stated that modification would not change the affect to steelhead; although NOAA will need the final design, including rock weirs, once it is completed.
- The U.S. Fish and Wildlife Service was submitted a request by Caltrans for concurrence of a "Not likely to Adversely Affect" determination for California red-legged frog. The U.S. Fish and Wildlife Service issued a concurrence letter to Caltrans on February 19, 2004.
- The USDA Natural Resources Conservation Service was contacted about the impact to Prime and Unique Farmland. In October 2008, Caltrans submitted the Farmland Conversion Impact Rating, Form NRCS-CPA-106 to the Natural Resources Conservation Services. At the end of October 2008, USDA Natural Resources Conservation Services completed its section of the Farmland Conversion Form and returned it back to Caltrans. Please refer to Section 2.1.2 or Appendix G for additional information regarding USDA's Natural Resources Conservation Services' response to farmland impacts.
- The Federal Emergency Management Agency was notified regarding the project's impact to the floodplain. The Federal Emergency Management Agency responded back and issued a Conditional Letter of Map Revision (CLOMP) to Caltrans stating The Federal Emergency Management Agency's concurrence of no significant impact (June 2008).
- State of California's Office of Historic Preservation was contacted regarding cultural resources. Caltrans prepared a Negative Historic Property Survey Report in 2000 that documented that the only cultural resources present in the project's Area of Potential Effects was the Arroyo Parida Bridge, which is listed as a Category 5 Bridge in the Caltrans Historic Highway Bridge Inventory. Category 5

Bridges are not eligible for listing in the National Register of Historic Places.

In 2006, as part of the Mission Canyon CURE Project on Highway 192, the Arroyo Parida Bridge was evaluated for its eligibility for listing in the National Register of Historic Places as part of a larger inventory of the rock features. The State Historic Preservation Officer concurred that the bridge is not eligible for listing in the National Register of Historic Places on August 30, 2006.

In 2007, Caltrans prepared a Supplemental Historic Property Survey Report for the Arroyo Parida Bridge Replacement Project, which documents that the Arroyo Parida Bridge has been previously determined not eligible for listing in the National Register of Historic Places and that two additional built environment resources are determined to be not eligible for listing. The State Historic Preservation Officer concurred with these findings on September 10, 2007.

- The State of California Governor's Office of Planning and Research State Clearing House was contacted in January 2003 for a review of an earlier version of this Initial Study that incorporated the design exception.

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## **Chapter 4**      **List of Preparers**

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This document was prepared by the following Caltrans Central Region staff:

Arkfeld, William. P.E. Transportation Engineer. B.S., Environmental Engineering, Humboldt State University; 23 years experience in regulatory, water quality, and hazardous waste. Contribution: Water Quality Assessment.

Banks, Sue. Environmental Planner. B.S., Ecology, California State University, Fresno; 3 years environmental planning experience. Contribution: Wrote Initial Study and coordinated the environmental process for the project.

Carr, Paula Juelke. Associate Environmental Planner (Architectural History). M.A., Independent Studies: History, Art History, Anthropology, Folklore and Mythology, University of California, Santa Barbara; B.A., Cultural Anthropology, University of California, Santa Barbara; over 25 years of experience in California history. Contribution: Prepared Supplemental Historic Property Survey Report (2007).

Carr, Robert. Associate Landscape Architect. B.S., Landscape Architecture, California Polytechnic State University, San Luis Obispo; 20 years experience preparing Visual Impact Assessments. Contribution: Wrote the Visual Impact Assessment section for the project.

Donatello, Amy. P.E. B.S., Civil Engineering, California Polytechnic State University, San Luis Obispo, 20 years experience in civil and transportation engineering. Contribution: Project Manager.

Ewing, David. Graphic Designer III. B.A., Graphic Design, California State University, Fresno; 13 years graphic design experience. Contribution: Created graphic illustrations and mapping, and coordinated public meetings.

Fowler, Matt. Senior Environmental Planner. B.A., Geographic Analysis, San Diego State University; 8 years in environmental planning. Contribution: Environmental Project Manager and final editing.

Fisher, Tom. Senior Transportation Engineer. B.S., Civil Engineering, San Jose State University; 18 years experience. Contribution: Location Hydraulic Study.

Gonzalez, Jose A. Civil Engineer, P.E., California State University, Fresno; 14 years civil design experience. Contribution: Project Engineer.

Jacob, Mike. Associate Environmental Planner. B.A., Environmental Studies, A.A., Geography; 8 years in transportation planning; 12 years in city and environmental planning. Contribution: Assisted with the coordination of the environmental process.

Joslin, Terry. Associate Environmental Planner (Archaeology). Ph.C., Anthropology, University of California, Santa Barbara; 15 years of experience in cultural resource studies. Contribution: Prepared Historic Property Survey Report (2000).

Keady, Kevin. Senior Design Bridge Engineer. B.S., Civil Engineering, University of California at Davis; 22 years experience in engineering and structural design. Contribution: Technical support.

Kiaha, Krista, Associate Environmental Planner (Archaeology). M.S., Anthropology, Idaho State University; B.A., Anthropology, University of California, Santa Cruz; 13 years of experience in cultural resource studies. Contribution: Prepared Supplemental Historic Property Survey Report (2007).

Levulett, Valerie. Senior Environmental Planner. PhD. Anthropology, University of California Davis; 40 years experience in cultural resource and environmental studies. Contribution: Technical studies oversight.

Leyva, Isaac. Engineering Geologist. B.S., Geology, California State University, Bakersfield; A.S., Cuesta College, San Luis Obispo; 20 years experience in petroleum geology, environmental, geotechnical engineering. Contribution: Paleontology technical report.

Mills, Wayne. Transportation Engineer. B.A., Earth Science, California State University, Fullerton; B.A., Social Science, San Diego State University; 24 years air quality, noise, water quality, and paleontology studies experience. Contribution: Air Quality and Noise Technical Reports.

Nishikawa, Martin I. Senior Transportation Engineer. B.S., Civil Engineering, California State University, Fresno; 21 years of Caltrans experience.

Contribution: Design manager responsible for the delivery of the project report.

Strohl, Virginia. Associate Environmental Planner (Natural Science). 10 years of experience in environmental and biological studies. Contribution: Wrote the Addendum to the Natural Environment Study.

Tkach, James. Transportation Engineer. B.S., Soil Science, California Polytechnic State University, San Luis Obispo; Certificate in Hazardous Materials Management, University of California, Santa Barbara; Registered Environmental Assessor; 7 years experience in project design and construction, 18 years experience in hazardous waste management. Contribution: Prepared the Initial Site Assessment.

Vidal, Kelso. Environmental Planner. M.A., Sociology, California State University, Sacramento; 2 years experience in environmental planning. Contribution: Coordinated the environmental process and wrote the Initial Study for the project.

Wilkinson, Jason. Environmental Planner. B.S., Natural Resource Management, California Polytechnic State University, San Luis Obispo; 2 years experience in environmental planning. Contribution: Wrote sections of Initial Study and created GIS map *Figure 2-1: Property Acquisitions*.

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## **Appendix A** California Environmental Quality Act Checklist

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The following checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. The California Environmental Quality Act impact levels include “potentially significant impact,” “less than significant impact with mitigation,” “less than significant impact,” and “no impact.”

Supporting documentation of all California Environmental Quality Act checklist determinations is provided in Chapter 2 of this Initial Study/Environmental Assessment. Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

**AESTHETICS** - Would the project:

- |   |                          |                                     |                          |                                     |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?                                    | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**AGRICULTURE RESOURCES** - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**AIR QUALITY** - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

d) Expose sensitive receptors to substantial pollutant concentration?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

e) Create objectionable odors affecting a substantial number of people?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**BIOLOGICAL RESOURCES - Would the project:**

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**CULTURAL RESOURCES - Would the project:**

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Archaeological resources are considered “historical resources” and are covered under (a).

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

d) Disturb any human remains, including those interred outside of formal cemeteries?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**GEOLOGY AND SOILS - Would the project:**

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

ii) Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

iii) Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

iv) Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Result in substantial soil erosion or the loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**HAZARDS AND HAZARDOUS MATERIALS -**  
Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**HYDROLOGY AND WATER QUALITY - Would the project:**

a) Violate any water quality standards or waste discharge requirements?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or offsite?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

f) Otherwise substantially degrade water quality?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

j) Result in inundation by a seiche, tsunami, or mudflow?

**LAND USE AND PLANNING - Would the project:**

a) Physically divide an established community?

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?

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

**MINERAL RESOURCES - Would the project:**

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

**NOISE - Would the project result in:**

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**POPULATION AND HOUSING -** Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**PUBLIC SERVICES -**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

Parks?

Other public facilities?

**RECREATION -**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

**TRANSPORTATION/TRAFFIC -** Would the project:

a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

c) Result in a change in air traffic patters, including either an increase in traffic levels or a change in location that results in substantial safety risks?

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

e) Result in inadequate emergency access?

f) Result in inadequate parking capacity?

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

**UTILITY AND SERVICE SYSTEMS -** Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**MANDATORY FINDINGS OF SIGNIFICANCE -**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

# Appendix B Title VI Policy Statement

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STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

**DEPARTMENT OF TRANSPORTATION**  
OFFICE OF THE DIRECTOR  
1120 N STREET  
P. O. BOX 942873  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-5266  
FAX (916) 654-6608  
TTY (916) 653-4086



*Flex your power!  
Be energy efficient!*

January 14, 2005

## TITLE VI POLICY STATEMENT

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads "Will Kempton".

WILL KEMPTON  
Director

*"Caltrans improves mobility across California"*

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## **Appendix C**    Minimization and/or Mitigation Summary

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### **Visual**

- The specific aesthetic style of the bridge rail shall be determined with input from the local community.
- The outermost four feet of the paved roadway shoulders should be color-coated a dark earth-tone to reduce the perceived visual scale of the roadway facility.
- All visible metal guardrail and bicycle/pedestrian rail components should be darkened to reduce reflectivity and to visually blend with the background landscape.
- Post and wire strand or mesh shall be used.
- Planting to the maximum extent possible

### **Hydrology**

- Keep the new roadway profile as close to possible to the existing profile

### **Water Quality**

- Work in the creek bed shall be done in the dry season.
- Re-vegetation to optimize shade canopy over the creek to help maintain cool water temperatures for steelhead.
- The design of the rock weirs will be done in consultation with resource agencies and the project development team.
- Channel side slopes will be 2:1, and all roadway side slopes will be 4:1 (horizontal to vertical) or flatter to minimize erosion.
- Project site monitored (photographed) at least annually and after all major flood events.
- Incorporate design measures for seismic loading and soil liquefaction.

### **Noise**

- Public relations-mailing of notices or contacting nearby residence in project area to discuss the project.
- Temporary noise barriers may be utilized.
- Construction activities will be limited to the hours of 8:00 am and 6:00 pm, Monday through Friday.

### **Biology**

- To protect the large sycamores (*Platanus racemosa*) onsite, Environmentally Sensitive Areas (ESA) will be established on portions of the easterly creek bank. The ESA will be delineated on project plans and in the field at the start of construction.
- ESA fencing to protect native trees not designated for removal.  
Access to the channel bottom will be from the west side of the bridge.
- To avoid impacting nesting birds in the riparian vegetation, all clearing will be accomplished outside the nesting season (February 15- September 1).
- To minimize potential effects upon water quality, it will be necessary to divert flows around the work site by means of coffer dams and diversion pipes. The diversion will be in place April 15 – November 30 during construction as detailed in the NMFS Biological Opinion.

### **Wetlands**

- Caltrans proposes to compensate onsite for the permanent loss of waters of the United States and wetlands by restoring 0.10 acre of waters of the United States and 0.08 acre of wetlands.
- To minimize potential effects upon water quality, it will be necessary to divert flows around the work site by means of coffer dams and diversion pipes. The diversion will be in place April 15 – November 30 during construction.
- All areas beyond the minimum required for construction would be off limits to construction activities.
- All storage/stockpile areas would be located in the uplands.
- The new bridge would span the creek and wetlands and will not require piers to be constructed within the WOUS.

- A Storm Water Pollution Prevention Plan will be implemented during construction as directed by the Caltrans National Pollutant Discharge Elimination System (NPDES) statewide storm water permit.

### **Threatened and Endangered Species**

- To avoid direct effects to steelhead, water from Arroyo Parida Creek would be diverted around the worksite and into a temporary culvert. The diversion would remain in place for the duration of the project, and then be removed immediately after the work is completed. Use of a soil or sediment berm for isolating flowing water from the workspace would be prohibited.
- A biologist experienced in Fisheries work will be present at the worksite for the purpose of monitoring the water diversion, construction activities, and sediment runoff control. Caltrans will supply the name of the Fisheries biologist to NMFS at least 10 business days prior to the start of construction.
- The Caltrans biologist will ensure that no steelhead are in the work area prior to the water diversion and during the project action. If fish are found near or within the location that will be dewatered, the biologist will contact NMFS to determine a proper relocation strategy prior to the start of work.
- The Caltrans biologist would contact NMFS immediately if a steelhead is found dead or injured.
- Caltrans will incorporate erosion control and sediment detention devices into the construction project for purposes of minimizing sediment runoff into flowing water. Sediment collect in the devices will be disposed of off-site and will not be allowed to reenter the creek channel.
- When de-watering of the workspace is necessary, either a pump will remove water to an upland disposal site, or a filtering system will be used to collect and then return clear water to the creek, for the purpose of avoiding input of sediment/water slurry into the creek. The pump or filtering system intake would be fitted with juvenile fish exclusion screen or netting (no larger than .025-inch), or similar devices that accomplishes the same purpose.
- To avoid conflicts with migration of adult steelhead, Caltrans will not begin work until April 15 and will complete all instream work and remove the water diversion by no later than November 30.

- All material and debris related to bridge demolition and construction will be removed from the creek channel bed and riparian zone as soon as possible and prior to November 30.
- Caltrans will notify NMFS when construction is to begin 10 days prior to initiating work.
- Caltrans will provide a written monitoring report to NMFS within 15 working days following the completion of the project.
- All areas of native vegetation that are outside the project work area will be delineated as Environmentally Sensitive Areas on project plans and marked in the field with flagging or temporary fencing.
- The existing grouted channel lining, which has created a migration barrier under some flow conditions, will be removed and replaced with a series of rock weirs designed to facilitate fish passage.
- The cinder block and grouted rock bank lining will be removed and replaced with ungrouted rock and planted with willow poles.
- All coast live oak trees removed would be replaced onsite at a 10:1 ratio. Associated riparian vegetation, such as willows, will also be replanted.

### **Construction**

- The Traffic Management Plan shall include the following: changeable message signs, construction area signs, highway advisory radio (fixed and mobile), planned lane closure information on the Caltrans website, and Caltrans Highway Information Network (CHIN).
- A Public Awareness Campaign will be implemented with the use of flyers, brochures, press releases, web site, and advertising as required informing travelers of the project.

## **Appendix D** Comments and Responses

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This appendix contains the comments received during the public circulation and comment period from February 2, 2009 to March 18, 2009. A Caltrans response follows each comment presented. The California Coastal Commission submitted comments after the close of the comment period; regardless of their tardiness, Caltrans has addressed their comments and concerns.

Comments, followed by their responses are organized as follow:

### Government Agencies

State Clearinghouse

US Army Corps of Engineers

National Oceanic and Atmospheric Administration

California Coastal Commission

Native American Heritage Commission

County of Santa Barbara

County of Santa Barbara's Flood Control

### Public Hearing Transcript

Jack Fisher

### Public Hearing Comment

Brian Ehler

Robert Fisher

Giti White

## Acknowledgement letter from the State Clearinghouse



ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

March 19, 2009

Kelso Vidal  
Department of Transportation, District 5  
50 Higuera Street  
San Luis Obispo, CA 93401

Subject: Arroyo Parida Creek Bridge Replacement  
SCH#: 2003011041

Dear Kelso Vidal:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 18, 2009, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 [www.opr.ca.gov](http://www.opr.ca.gov)

## Response to State Clearinghouse

Thank you for distributing the environmental document. The Native American Heritage Committee's comments forwarded are responded to later in this appendix.

**Document Details Report  
State Clearinghouse Data Base**

previous project =  
initial study posted  
# 784 IS (1-16-03) - CO  
S: 3-192-15.5

**SCH#** 2003011041  
**Project Title** Arroyo Parida Creek Bridge Replacement  
**Lead Agency** Caltrans #5

**Type** **MND** Mitigated Negative Declaration  
**Description** The California Department of Transportation (Caltrans) proposes to replace the Arroyo Parida Creek Bridge, also known as the Arroyo Paredon Creek, (Br. No. 51-0113) on State Route 192 (also known as Foothill Road). The bridge is in a rural agricultural area northwest of the City of Carpinteria, about six miles west of the state Route 192/150 junction, in Santa Barbara County. The project would construct a new Arroyo Parida Creek Bridge with two 12 foot-wide lanes and two 8-foot-wide shoulders. The project would also widen the roadway on both sides of the bridge, raise the profile of the roadbed on the west side of the bridge to improve sight distance, upgrade existing culvert crossings, modify the creek bed, construct fish weirs, and place rock slope protection along the side slopes upstream and downstream of the bridge structure.

**Lead Agency Contact**

**Name** Kelso Vidal  
**Agency** Department of Transportation, District 5  
**Phone** 805-542-4671  
**email**  
**Address** 50 Higuera Street  
**City** San Luis Obispo  
**State** CA **Zip** 93401  
**Fax**

**Project Location**

**County** Santa Barbara  
**City** Carpinteria  
**Region**  
**Cross Streets** Highway 192 between Cravens Lane and Niederer Road  
**Lat / Long**  
**Parcel No.**  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** 192  
**Airports**  
**Railways**  
**Waterways** Arroyo Parida Creek/ Arroyo Paredon Creek  
**Schools**  
**Land Use**

**Project Issues** Agricultural Land; Air Quality; Biological Resources; Coastal Zone; Flood Plain/Flooding; Geologic/Seismic; Landuse; Vegetation; Water Quality; Wetland/Riparian

**Reviewing Agencies** Resources Agency; California Coastal Commission; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; California Highway Patrol; Air Resources Board, Transportation Projects; Integrated Waste Management Board; Regional Water Quality Control Board, Region 3; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

**Date Received** 01/29/2009 **Start of Review** 01/29/2009 **End of Review** 03/18/2009

Note: Blanks in data fields result from insufficient information provided by lead agency.

**Comment from US Army Corps of Engineers.**

CESPL-RG-N

February 17, 2009

MEMORANDUM FOR RECORD

SUBJECT: Arroyo Parida Bridge Replacement Project – Draft Mitigated Negative Declaration (January 2009)

1. This memorandum for record (MFR) documents the Corps of Engineers Regulatory Division’s comments on the aforementioned document as they pertain to the proposed project’s compliance with the implementing regulations of Section 404 of the Clean Water Act (16 U.S.C. 1344, 33 CFR 320-332 and 40 CFR 230).
2. The proposed project is located near the City of Carpinteria in Santa Barbara County, California. The applicant’s stated purpose of the proposed project is to provide a structurally sound bridge, improve the bridge and highway safety and serviceability for the public, and correct the scour problem to improve the conditions of the creek channel. The project is needed because Caltrans’ structural engineers and maintenance staff have determined the concrete and reinforcing materials are weak and deteriorating, and the structural integrity of bridge would be further compromised by continuous scour in the creek or by a major seismic event.
3. The proposed project would result in demolition and removal of the existing bridge and concrete box culvert and construction of a new bridge with standard 12-foot-wide lanes and 8-foot-wide shoulders. Rock riprap slope protection would be placed on the creek banks for about 36 feet upstream and 200 feet downstream of the bridge. Rock riprap would also be placed on the bed of the creek for approximately 66 feet. In addition, fish weirs would be installed from about 115 feet downstream to 36 feet upstream of the proposed bridge centerline. The design for the weirs has not been finalized.
4. Please clarify the need for the amount of rock riprap proposed downstream of the proposed bridge (i.e., on the slopes and in the creek bed). As you know, the Corps responsibility under Section 404 of the Clean Water Act is to only permit projects that are the least environmentally damaging practicable alternative and/or those with only minimal impacts.
5. Please clarify whether creek widening would be required to gain capacity for the 100-year flow.
6. Please clarify whether the creek (in this location) is perennial or intermittent. It is not clearly stated in the IS and various sections discuss work during the dry season (page 28 bullet 1) as well as dewatering/water diversion (page 32 bullet 2).
7. Chapter 2.3 (Biological Environment) and Appendix C (Minimization and/or Mitigation Summary):

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- Please clarify whether the coast live oaks (*Quercus agrifolia*) that would be removed are located in the riparian corridor and whether they are currently providing shade to the creek. 4a
  - Please note on page 31 (bullet 4) that to avoid affecting nesting birds, vegetation clearing should take place between September 1 and February 28. 4b
  - While the discussion of mitigation and proposed mitigation ratios is appreciated, please note that the Corps requires all mitigation and monitoring plans to include a description of the aquatic ecosystem functions and services the plan would address. All mitigation plans must be prepared and implemented in accordance with the Corps Mitigation Rule (April 2008). This rule became effective on June 9, 2008 and requires compensatory mitigation for lost aquatic ecosystem functions and services, financial assurances to ensure success and sustainability in perpetuity, a minimum of 5 years of monitoring, and an adaptive management strategy in the event the mitigation project fails. To this end, the mitigation plan should address the length of time that is typically required to replace the ecosystem functions and services of riparian habitat and including riparian oak trees; in many cases the aquatic ecosystem services of oak trees may not be replaced for decades. 4c
8. The Corps of Engineers recommends Caltrans demonstrate in the final CEQA document that Section 404 impacts have been avoided and minimized to the maximum extent practicable. Further, if the anticipated permanent impacts to waters of the U.S. would exceed 0.5 acres, the Corps recommends preparation of a Section 404(b)(1) analysis of the alternatives, including identification of the least environmentally damaging practicable alternative (LEDPA) in accordance with the Section 404(b)(1) Guidelines, and include this analysis as an appendix to the Final MND. A draft of this analysis should be provided to the Corps for review and comment prior to filing of the Notice of Determination for this MND. 5



Theresa Stevens, Ph.D.  
Project Manager  
North Coast Branch  
Regulatory Division

### **Response to Comments from US Army Corps of Engineers.**

**Response to comment #1:** The amount of in-channel rock proposed, both up and downstream from the bridge, is needed to protect the bridge abutments and to provide for fish passage. The rock riprap in the channel and slopes will help prevent scour or washouts due to water quantity and velocity during the high event storms. The water velocity in the creek run is high, as it is currently about a 7-8% grade in the channel. The paved invert beneath the existing bridge had acted as a grade control structure. Unfortunately, a four-foot drop developed at the downstream end of the paved invert, producing a barrier to fish passage. When this concrete lining is removed, the channel must be restored to a natural gradient. This will be accomplished through the use of a series of rock weirs designed in accordance with the DFG and NOAA Fisheries guidelines for salmonid passage. The rock weirs must be keyed into the stream banks so that the water flow and velocity do not bypass the weirs and erode or wash-out the softer stream banks. These new fish weirs will be constructed at approximately a 4.8% grade, with the majority of the rock placed downstream where the four-foot scour erosion occurred.

**Response to comment #2:** The creek will not require any widening to accommodate the 100-year flow. A new box culvert would be installed in the overflow channel that would accommodate additional capacity and perpetuate the natural drainage patterns. However, the channel would be widened under the new bridge to produce a natural flowing channel bottom that would match with the upstream and downstream contour.

**Response to comment #3:** The creek is perennial and does flow most of the year, although at times may only be 5 inches wide. Although not a 100 year flood event, in late spring the channel does experience a major flood where the water raises to approximately 2 feet in depth from bank to bank.

**Response to comment #4a:** There are 6 coast live oaks (*Quercus agrifolia*) that would be removed from the riparian corridor, and an additional 4 coast live oaks that would be removed outside the riparian corridor but within the project's limits. The removed oaks are currently not providing significant shade to the creek.

**#b:** Thank you for the comment. The text has been revised to clarify vegetation clearing shall occur between August 31<sup>st</sup> and February 15th.

**#c:** There would be no permanent loss of aquatic ecosystem functions or services. The project would actually result in a net increase in wetlands (0.18 acre) and would

provide for fish passage by replacing an existing barrier to passage with a series of rock weirs. The document's mitigation discussion is meant as a conceptual road map to the eventual plan, which will be developed in accordance with the Army Corps' April 2008 Mitigation Rule and submitted with the project permit applications.

**Response to comment #5:** The final environmental document has been revised with additional information to support how Section 404 impacts have been avoided and minimized to the maximum extent practicable. In addition, the environmental document has been revised to emphasize and reiterate how fewer than 0.5 acres of waters of the U.S. would be impacted. The project is not anticipated to impact more than 0.2 acres of U.S. waters.

## Comment from National Oceanic and Atmospheric Administration



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE  
Southwest Region  
501 West Ocean Boulevard, Suite 4200  
Long Beach, California 90802-4213

In reply refer to:  
SWR/2009/00421:MRM

**MAR 16 2009**

Matt Fowler  
California Department of Transportation  
50 Higuera St.  
San Luis Obispo, California 93401

Dear Mr. Fowler:

NOAA's National Marine Fisheries Service (NMFS) reviewed the California Department of Transportation's (CalTrans) January 2009, Draft Initial Study with Proposed Mitigated Negative Declaration (DMND) for the State Route 192 bridge-replacement project at Arroyo Paredon Creek (Project) near Carpinteria, California. As requested in your January 29, 2009 letter, NMFS provides the following information to assist CalTrans in formulating the final environmental documents for this project.

The Project is of concern because endangered steelhead (*Oncorhynchus mykiss*) and critical habitat for this species are present in the Arroyo Paredon Creek watershed, which is within the action area. Accordingly, the final environmental documents should clearly identify and describe the Project including interrelated and interdependent actions to the extent that NMFS may develop an understanding of the potential effects (offsite, onsite, direct, indirect, temporary, permanent) of the Project on steelhead and critical habitat. Unavoidable effects should be fully described according to life stage (i.e., spawning, rearing and migration) and features of this species' habitat. The manner in which the preferred alternative would be implemented (e.g., construction schedule, level of manpower, equipment types, access roads) should be clearly described. The potential benefits of the Project for steelhead, including any compensatory mitigation measures, should be described. Engineered design drawings and results of topographic surveys and creek-hydraulic analyses should also be included. NMFS acknowledges that the DMND does provide information to address some of these concerns. However, there is some additional information that is necessary to allow NMFS to further develop a clear understanding of the potential effects of the Project. To this end, NMFS recommends that CalTrans include the following in the final environmental documents:

- Develop a specific schedule for work activities that will occur in Arroyo Paredon Creek including the duration (i.e., number of days) the coffer dam would need to be installed and the timing for that installation. Currently, instream work activities may occur between April 15 and November 30 and flows may vary during this time. To the extent possible, it is preferred that the schedule for instream construction activities be confined to times when the creek would be expected to be dry or at its lowest flow.

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- In addition to timing and duration, provide greater detail on how the coffer dams will be installed and removed (i.e., materials used, effects of sedimentation during installation and removal, etc.). The final environmental documents should clearly state whether the pipe through the work area is expected to provide both upstream and downstream passage for steelhead and should identify the target lifestages (i.e., adult, juvenile). 3
- Include the final engineering designs for the fish weir structures. The final designs should meet NMFS fish passage guidelines. Hydraulic calculations should be included with these designs that demonstrate compliance with NMFS guidelines and effectiveness of the weirs (i.e., high and low fish passage flows for adults and juveniles, jump heights between weirs, etc.). 4

Because over 5 years has passed since NMFS prepared a biological opinion for this project (completed on August 6, 2003), NMFS recommends that CalTtrans submit an updated project description to facilitate NMFS review of the final designs for the proposed fish weir, and to ensure that the Project has not been modified in a manner that would cause effects to steelhead or critical habitat that were not considered in the original consultation. When submitting the updated project description, please ensure that the information requested in the comments above is included in that submission. In addition, page 38 of the DMND mentions that an analysis of potential impacts to steelhead can be found in the Natural Environment Study Addendum (July 2008). A copy of this addendum should also be included with the updated project description. 5

NMFS appreciates the opportunity to provide information that would assist CalTrans develop the final environmental documents for the subject project. Matt McGoogan is NMFS' representative for this specific project. Please call him at (562) 980-4026 if you have any questions concerning this letter or if you require additional information.

Sincerely,

  
Rodney R. McInnis  
Regional Administrator

## **Response to NOAA**

**Response to Comment #1:** The project description includes all interdependent and interrelated actions associated with the project. Non-interdependent Caltrans actions include the future widening of Highway 101, including replacement of the bridge over Arroyo Parida Creek near its mouth. That project is currently scheduled for construction in 2014. Non-interdependent actions of others would include County Flood Control's periodic maintenance of in-channel vegetation, as described in their programmatic EIR.

This section of the creek is primarily a migration corridor for adult steelhead moving upstream to spawn and juveniles moving downstream to the ocean. In drier years when the middle reaches of the creek dry up, it may have value as rearing habitat for juveniles. The existing paved invert is a barrier to the passage of all but the most hearty of adult steelhead and it is the first barrier present as fish migrate upstream. There are seven other partial or full-passage barriers farther upstream. These include four low-flow stream crossings, a debris basin dam and two reaches with sustained channel gradients exceeding 10%. The habitat within the creek is markedly different upstream from the bridge compared to downstream. Adjacent agricultural operations have degraded the habitat quality of both reaches, but the downstream reach is particularly susceptible to periodic nutrient and sediment inputs and is heavily affected by invasive, non-native plant species.

Construction of the rock weir grade control structures would have a temporary adverse affect upon critical habitat but would eventually be a substantial improvement upon fish passage as it would allow for the movement of both adults and juveniles. The summer rearing potential of this habitat would also be improved as step pools would be constructed between each set of weirs. Although a small amount of riparian vegetation (about 500 square feet) would be removed from the northwest corner of the bridge, nearly all of the shading of the creek is supplied by large sycamores on the southerly creek bank and these trees would not be affected. A revegetation plan would be implemented to restore all impacted portions of the channel. With the removal of the existing paved invert, there will actually be a net increase in the amount of wetlands/waters present within the channel.

**Response to Comment #2:** The specific timeframe for the various steps in project construction are as follows:

- Instream activities will occur between April 15 and November 30.

- Clear and grub the area for the coffer dam (Aqua dam system) -1 week
- Construct and place coffer dam and run a pipe diversion along the creek channel away from the construction area. - 1 week
- Demo the bridge and construct new bridge - 120 working days
- Construct new box culvert - 2 weeks
- Clear and grub the area for the rock weirs - 2 weeks
- Construct seven rock weirs - 2 weeks/weir
- Placement of rock slope protection. - 3 weeks

**Response to Comment #3:** The Aqua dam system would be utilized as coffer dams to divert the streambed to provide area for construction to occur. First, clearing and grubbing will occur in the area of placement for the cofferdams. Once cleared, a sand bedding or geo-mat will be placed in the creek bed prior to installing the Aqua dam. After Aqua dam is placed, a 12-inch (minimum.) diversion pipe would be placed within the streambed to allow fish passage both upstream and downstream. Although construction is scheduled when the creek is dry or at its lowest flow, multiple diversion pipes may be utilized depending on the flow of the creek. If required, a portion of the water can be rerouted to the existing 36-inch culvert that crosses the highway. After construction is complete, the dam would be removed and the area of disturbance would be restored.

**Response to Comment #4:** Design layouts for the fish weir structures are subject to change during final design. If final design does change, Caltrans would provide NOAA with an updated fish weir design. Please refer to Appendix N for detailed information and current fish weir design.

**Response to Comment #5:** The project has not been modified in a manner that would cause effects to steelhead or critical habitat. A Biological Opinion was issued by NOAA on August 6, 2003 regarding this project (Appendix M). From that date, the project description has not changed except for a modification in shoulder width. At the time of the Biological Opinion, a 4-foot and 8-foot-wide shoulder was proposed. Currently, only the 8-foot-wide shoulder is being pursued which equates to a total bridge width of approximately 42 feet. On August 19, 2003, Stan Glowacki of NOAA responded to the current project's bridge width. He acknowledged and provided clearance to pursue the 42-foot wide bridge. Please refer to email below.



"Hoang, Dominic"  
<Dominic.Hoang@fhwa.dot.gov>

08/19/03 02:01 PM

To: "Mitch Dallas (E-mail)" <mitch\_dallas@dot.ca.gov>, <chuck\_cesena@dot.ca.gov>  
cc: "Sweeten, Gary" <Gary.Sweeten@fhwa.dot.gov>  
Subject: FW: Arroyo Parida BO

Attached for your use is a copy of FWS BO, dated 8-6-2003 (Document #46387). Please also see e-mail below from Stan Glowacki of FWS that clarifies the proposed bridge width.

-----Original Message-----

From: Stan Glowacki [mailto:Stan.Glowacki@noaa.gov]  
Sent: Tuesday, August 19, 2003 12:17 PM  
To: Hoang, Dominic  
Cc: Chuck Cesena  
Subject: Arroyo Parida BO

Greetings Dominic, This email is in regards to the Arroyo Parida Biological Opinion for the Highway 192 Bridge over Arroyo Parida Creek in Santa Barbara County. On page 1 in the project description it states that the new bridge will be 29 feet wide but in the BA it states the bridge will be approximately 42 feet wide. I am not sure how the incorrect 29 foot width ended up in the BO but I am acknowledging the error and you are OK to pursue the 42-foot width for the bridge. Please call me at 562-980-4061 or email me if you have any other questions. Thanks for letting me know about the error.

Stan G.



Stan.Glowacki.vcf P46387.doc

## Comment from California Coastal Commission

STATE OF CALIFORNIA -- THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

### CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA  
89 SOUTH CALIFORNIA ST., SUITE 200  
VENTURA, CA 93001  
(805) 585-1800



April 24, 2009

Matt Fowler, Branch Chief  
Attn: Kelso Vidal  
Central Coast Environmental Analysis  
California Department of Transportation (Caltrans)  
50 Higuera St.  
San Luis Obispo, CA 93401-5415

**Subject: Arroyo Parida Creek Bridge Replacement Project—Initial Study with Proposed Mitigated Negative Declaration (IS/PMND)**

Dear Mr. Fowler:

We appreciate the opportunity to offer comments on the IS/PMND document for the subject bridge replacement project at Arroyo Parida Creek, on State Highway Route 192 between Post Miles 15.4 and 15.6, near the City of Carpinteria in Santa Barbara County. Commission staff comments and recommendations are as follows:

#### **Comments:**

1. **Project description & alternatives considered.** The proposed project on SR 192—also known as Foothill Road at this location--would replace the existing c.1926 bridge across Arroyo Parida Creek (a stream also known as Arroyo Paredon) . The existing bridge is rustic in character, but its two traffic lanes are each less than 10 ft. in width and there are no shoulders. The IS/PMND identifies only two project alternatives: the proposed Build Alternative, and the No-Build Alternative.

The Build Alternative will replace the existing structure with a structurally sound new concrete bridge, constructed to current Caltrans design standards. It will include full width 12 ft. travel lanes for motor traffic. Paved shoulders will be provided. Safety will be improved for both motorists and bicyclists.

Existing channel scour problems will be alleviated. Irregular concrete and rock armoring in the stream channel will be replaced by rock slope protection (RSP) on side slopes and in the bed of the creek. The side slope RSP will extend 36 ft. upstream from the bridge, and 200 ft. downstream. Conditions for the stream's steelhead population will be improved through installation of a series of fish weirs in the stream channel.

If no action is taken, the existing concrete bridge will continue to deteriorate and will eventually fail.

For each alternative, the IS/PMND identifies the range of environmental issues that can be anticipated. Two of the identified environmental impacts raise substantive coastal resource issues. These are: 1) construction within a riparian corridor, comprising a steelhead migration

**Arroyo Parida Bridge Replacement Project**  
**Comments on Draft IS/PMND document**  
**April 24, 2009**

route and an environmentally sensitive habitat area; and, 2) impacts on visual resources. A more slender alternative with 4 ft. shoulders was initially identified for the project. But, it was rejected as explained in IS/PMND section 1.3.4, entitled “Alternatives Considered but Eliminated From Further Discussion.”

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Because this alternative would alleviate some of the identified coastal resource impacts and thereby better conform the project with Local Coastal Program (LCP) policies, we *do not* concur with the conclusions of section 1.3.4. Instead, we recommend further consideration of the 4 ft.-shoulder option as a viable alternative--as detailed in the comments below. We also note that wide lane and shoulder proposals for past projects (such as the Rincon Bridges originally proposed in Santa Barbara County) have implicated negative impacts to such a degree that the Commission has denied the permits requested for those projects. At the same time, Caltrans has successfully applied a reduction in facility widths, including the incorporation of 4 foot shoulders on roadway facilities, throughout the coastal zone and we encourage you to follow such an approach in this instance.

2. Regulatory context in the Coastal Zone. Please correct the document to reflect that a coastal development permit (CDP) will be needed because the project comprises a development within the California Coastal Zone—not because of impacts to wetlands. Because the State’s coastal permitting authority in this area has been delegated to the local government, the CDP will need to be obtained from the County of Santa Barbara. Table 1.2 of the IS/PMND (“Permits and Approvals Needed”) should be clarified accordingly.

Overall, we agree with the summary of the Coastal Zone regulatory setting contained in section 2.1.1.3 of the IS/PMND. But, we would suggest that the Coastal Act’s mechanism for appeal of local government CDP decisions be mentioned as well. Specifically, the project is located within a statutorily-defined appealable area—i.e., a stream corridor—and comprises a major public works project. Therefore, the County’s decision on the CDP could be appealed to the Coastal Commission, whether approved or denied.

2

We would not entirely agree with the conclusion that the “proposed project is compatible with the long-term maintenance of environmentally sensitive habitat” (IS/PMND, p.14). Nor, with the summary’s conclusion that “[o]verall, the project is consistent with the local coastal plan” (IS/PMND, Table S-1). See the following comments for explanation.

3. Environmentally sensitive riparian habitat area. As documented by the IA/PMND, Arroyo Parida supports an intact riparian corridor, and is a migratory route for steelhead. Under the Coastal Act, this corridor meets the definition of environmentally sensitive habitat area (ESHA), as provided by California Public Resources Code section 30107.5.

Coastal Act section 30240 requires that development be designed to avoid significant disruption of such ESHAs. The certified Santa Barbara County LCP contains parallel policies and standards, for the purpose of implementing section 30240. These include:

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*Coastal Plan Policy 2-11: All development, including agriculture, adjacent to areas designated on the land use plan or resource maps as environmentally sensitive habitat area shall be regulated to avoid adverse impacts on habitat resources. Regulatory measures include, but are not limited to, setbacks, buffer zones, grading controls, noise restrictions, maintenance of natural vegetation, and control of runoff.*

The IS/PMND proposes to mitigate the habitat impacts of the Build Alternative through on-site restoration and/or replacement. But, the LCP requires that new development in the coastal zone be regulated to *avoid* impacts on ESHAs. In our opinion, the proposed design is wider than absolutely necessary for rural bridge replacement. While it may not be feasible to avoid all impacts on the riparian corridor, in our estimation the impacts of bridge replacement can potentially be reduced by a more narrow design to the point that they will not significantly degrade the resource values of the Arroyo Parida stream corridor.

3

The current plans for removal of the cinder block and grouted rock bank lining and concrete channel lining associated with the existing bridge and replacement with rock slope protection interspersed with willow plugs and creek bed restoration including natural rock weirs (to improve fish passage) designed to ensure that the creek and creek banks are as natural as possible is a significant biological improvement for the Arroyo Parida Creek ecosystem. As you further develop the engineering and vegetation restoration plans for the rock slope and creek bottom, we invite you to provide drafts to us for engineering and ecology reviews so that we can provide timely feedback to your detailing of project elements. For consistency with coastal policies, the vegetation restoration plan will be expected to include invasive species removal (such as removal of myoporum). In addition, we will be interested in reviewing the fish weir design plans and other resource agency (e.g. USFWS and DFG) approval documentation.

Table 3 in Section 4.1, "Discussion of Riparian, Waters of the United States and Wetland Communities" identifies eight non-native trees for removal in non-riparian area. The Initial Study identifies 28 Monterey Cypress form removal in non-riparian area. This discrepancy should be addressed and we remind you that prior to removal of any tree, appropriate bird surveys should be conducted. Our expectation is that all of this information will be important for making your final design decisions and will be needed in your coastal development permit application package.

4. Opportunity to minimize project impacts on ESHA. The existing bridge surface is about 19 ft. in width, with *no* shoulders. As currently proposed, it will be replaced with a new bridge with a surface width of 40 ft., spanning a lengthwise distance of about 40 ft. across the stream corridor. In other words, the Build Alternative is as wide as it is long. This increased width is necessitated by the need to meet current design standards that call for 12 ft. lanes for motor traffic, plus 8 ft. shoulders, in each direction.

The area beneath the bridge will be shaded, and not available as growing habitat for willows, sycamores or other riparian tree species that would ordinarily be expected to thrive here in the future. Any trees that do sprout beneath the bridge can not be allowed to grow up to the bridge deck or otherwise threaten its structural integrity. Therefore, the overall value of the riparian

**Arroyo Parida Bridge Replacement Project  
Comments on Draft IS/PMND document  
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habitat will be unavoidably diminished in the long run. But, to the extent that there is any non-essential bridge width, such impacts can in our opinion be *minimized* through design modification.

We believe that a feasible alternative *is* available. Specifically, we believe that with a design exception, the replacement bridge could be approved and constructed with 4 ft. shoulders in each direction. For a span of 40 ft. in length, it means that compared to the current proposal, 320 sq.ft. of additional *habitat area* (i.e., growing space) would be available for riparian tree species.

4

Further, *habitat continuity/connectivity* would benefit because the crowns of the trees (over the bridge) at maturity would come closer together. Assuming a typical crown width of 20 ft., some tree tops could actually touch or overlap with a 32 ft. bridge deck width—whereas, with a 40 ft. bridge deck, considering that tree trunks can not be allowed to actually touch the bridge structure, the arboreal crown would not be expected to extend continuously over the bridge, given the same assumptions.

Thus, the suggested design alternative could better protect coastal resource values within the ESHA, consistent with the Santa Barbara County LCP (including Policy 2-11 regarding environmentally sensitive habitat areas). Conformance with the LCP will be the standard of review for CDP approval by the County—and, if appealed, by the Coastal Commission.

5. Visual resources. The County, in the Visual Resources section of its “Uniform Rules Update” Final EIR for amendment of the General Plan, offered the following description:

The [South Coast] region is characterized by urban development interspersed with agricultural areas (primarily orchards, nurseries, and some row crops) and open space along the foothills, coastal plains, and southern face of the Santa Ynez Mountains. The major travel corridor is U.S. Highway 101. The southern portion of State Scenic Highway 154 and Highway 192 also provide a scenic travel corridor through the foothills of the region.

State Highway Route 192 is a relatively lightly-traveled rural road, weaving through farmlands and estates, inland from and parallel to the more intensely developed Hwy.101 corridor. SR 192 has a pronounced “country road” feel as it winds through the lemon groves, avocado orchards and a general small-scale agricultural ambiance. The roadway is narrow, with sharp curves and only minimal paved shoulders. Driving speeds are slow enough for the recreational motorist to enjoy this pleasant setting. All this is experienced in the context of the dramatic backdrop of the Santa Ynez Mountains, rising steeply above.

5

Coastal Act section 30251 requires that the scenic and visual qualities of such scenic coastal areas be protected. It specifically calls for development to “...be sited and designed...to be visually compatible with the character of surrounding areas...” The certified Santa Barbara County LCP contains similar policies and standards, for the purpose of implementing section 30251. For example, the LCP provides:

**Arroyo Parida Bridge Replacement Project  
Comments on Draft IS/PMND document  
April 24, 2009**

Coastal Plan Policy 4-3: *In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.*

The existing bridge is very narrow, with mature trees overhanging the roadway. Like the narrow roadway segments approaching it, the bridge contributes to the scenic character of rural Santa Barbara County. As proposed, the replacement bridge will be *out* of character with nearby portions of SR 192. Its scale and design are not sufficiently subordinate to the character of the surrounding natural environment, and it will insert a visually incompatible element into the rural landscape.

The new bridge does not need to accommodate high speeds or heavy truck traffic. The posted speed limit is 40 mph. Local traffic volumes are low: reported ADT is only 1,400 at nearby Toro Canyon Road. We are not aware of any overriding public safety or highway capacity need for full-width roadway shoulders here.

Therefore, in our estimation, the proposed design is excessively wide and will unnecessarily degrade the overall scenic charm of this part of rural Santa Barbara County.

6. Opportunity to minimize project impacts on scenic character. As previously mentioned under the ESHA discussion above, a feasible alternative is available. Specifically, we very strongly recommend an alternative design with a deck width of not more than 32 feet, and less if feasibly possible.

6

We also recommend use of a see-through bridge rail design, such as the Type 80 with bicycle rail, and aesthetic treatment to evoke the existing bridge's rustic character. This character includes the time-worn bridge rail elements, which have the texture and appearance of weathered stone. These measures will help "protect views to scenic resources, such as wetlands, rivers and streams, [as seen] from public areas such as highways" (citation from the IS/PMND, summarizing the County's Coastal Plan section 3.4.2).

The reduced structural width would be more in keeping with the width of the adjoining, existing roadway sections. And, there is a greater likelihood that riparian tree growth will eventually form an arched canopy over the bridge—an important contributor to the existing bridge's rustic character and its overall compatibility with the surrounding landscape. These factors, along with appropriate aesthetic treatment, will help to protect the scenic, rural ambiance of this country drive.

We believe that the suggested context-sensitive design alternative would better protect coastal scenic resource values, consistent with the Santa Barbara County LCP (including Policy 4-3 regarding Visual Resources). Again, conformance with the LCP will be the standard of review for CDP approval by the County—and, if appealed, by the Coastal Commission.

**Arroyo Parida Bridge Replacement Project  
Comments on Draft IS/PMND document  
April 24, 2009**

7. Farmland conversion. The IS/PMND notes that small slivers of farmland will be needed to accommodate widening of the roadway's bridge approaches. The total amount identified is less than 2 acres, of which only 0.25 acre is considered "important farmland" using California Dept. of Conservation & NCRS data.

7

We have not yet analyzed the Build Alternative to determine if such conversion is an allowable use for this land use designation in the County's LCP. A narrower bridge may moderately reduce the required approach width, thereby reducing the need for widening the highway right of way. Further discussions of this topic may be needed to determine LCP conformance.

8. Climate change and greenhouse gas (GHG) emissions. We support the identified atmospheric protection measures listed on p. 48 of the IS/PMND, including the construction-related measures to reduce GHG impacts. These measures can be appropriately included in the project description, or as CDP conditions.

8

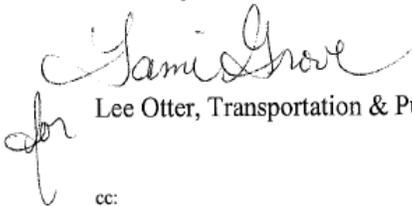
**Other recommendations:**

Further collaborative biologic review. The IS/PMND's treatment of sensitive biologic resources and environmentally sensitive habitats appears comprehensive and thorough. However, this must be considered as only a provisional observation.. Section 3 Environmentally sensitive riparian habitat area above provides guidance on some of the more detailed biological information that we would like to be reviewed between our staff. Our hope is that these comments provide sufficient detail for you to reconsider design options for a smaller scale bridge that can meet LCP policies. If our agencies jointly discuss of additional project alternatives and/or potential LCP amendments in the future, we recommend that those discussions include visual character design elements, biological considerations and perhaps other creative engineering options.

**Conclusion.** At this early stage in the process, we are able to provide preliminary comments and direction in regards to the general substantive issues that are raised by the proposed development in regards to consistency with the policies of the County's certified LCP and the Coastal Act. Additional issues and comments may be raised during the subsequent planning and review process.

Please feel free to contact me at 831-427-4863 if you wish to discuss these comments further.

Sincerely,



Lee Otter, Transportation & Public Access Liaison

cc:  
County of Santa Barbara Planning Dept.  
SBCAG

## **Response to California Coastal Commission**

**Response to Comment #1:** In the past, an alternative with 4-foot shoulders was considered viable for the project. This non-standard shoulder was proposed to avoid a potentially sensitive cultural resource that was initially thought to be within the project footprint. However, further investigation revealed that the sensitive cultural resource did not exist within the project limits. This alternative also had inadequate construction limits that did not account for the reconstruction of the bridge approaches.

The Rincon bridge replacement project is mentioned as an example of a scope that could be permitted. Engineering decisions are dependent on the facts encountered from each project and at each location. These decisions could be described as context sensitive. It would not be reasonable to extrapolate conditions at Rincon to all projects within the coastal zone. This comment also suggests that the Commission expects previous highway projects to establish standards for all subsequent projects. The engineer cannot arbitrarily select nonstandard concepts previously approved with other projects. The only valid reference for design standards pertaining to this project is the Highway Design Manual.

Caltrans' Biologists have analyzed the proposed project and concluded that there would be no substantial changes to biological impacts. All creek/riparian impacts are a result of the installation of the rock weirs. The footprint of this installation would not change with a reduction in shoulder width to 4-feet. The weirs act as a grade control for the channel and the existing channel elevations are the factors determining the size of this footprint. The trees outside of the riparian area are so close to the roadway that they would need to be removed regardless of the shoulder width selected.

Caltrans has found no evidence to indicate the suggested 4-foot shoulder concept would produce measurable changes to visual impacts from what is proposed. Caltrans' Landscape architect conducted a Visual Impact Assessment (VIA) which concluded that mitigation measures would reduce visual impacts to moderate levels and over time would continue to decrease to less than significant levels once re-vegetation matured. Please see section 2.1.5 of the environmental document for additional *Avoidance, Minimization and/or Mitigation Measures* regarding visual impacts.

**Response to Comment #2:** The table 1.2 has been corrected in the environmental document to clarify the permit and approval needed for the Coastal Development Permit. In addition, the environmental document now contains language regarding the Coastal Commission's authority to appeal the County's decision to themselves (The California Coastal Commission). This is located in Section 2.1.1.3 under Avoidance, Minimization, and Mitigation. This was placed under information that addressed the CDP permit from the County may include additional measures.

**Response to Comment #3:** The Local Plan recognizes that the channel at this location has been modified considerably and does not support most animal species typical of riparian habitats (page 116). Nevertheless, all impacts to the creek's riparian corridor will result from the installation of the rock weirs, and not an effect stemming from the width of the bridge. The existing paved invert beneath the bridge needs to be removed. To do so without the provision of an alternative method of grade stabilization would result in channel degradation that moves far upstream from the bridge site. The series of rock weirs is proposed as the means to prevent this. The weirs will run perpendicular to the flow-line of the creek. But they also require rock on the banks of the creek so that high flows do not flank the weirs, causing erosion of the creek banks. This is especially important in situations like this where the adjacent land use (in this case agriculture) has removed most of the large, deep rooted vegetation that normally would aid in bank stabilization.

The removal of concrete channel lining and the stringent revegetation implemented will be a net benefit to the natural community of Arroyo Parida Creek. When Caltrans moves into final design, Caltrans will keep the Coastal Commission informed of engineering and vegetation restoration plan developments. Regarding invasive species, Caltrans protocol includes removal of invasive species in vegetation plans (2.3.3.Minimization).

Thank you for the reminder regarding tree removal and appropriate bird surveys. It is Caltrans standard protocol to uphold the Migratory Bird Treaty Act and will only remove vegetation outside the nesting season during February 15- September 1 to avoid impacts to nesting birds.

**Response to Comment #4:** Caltrans has found no evidence that reduced roadway width would alter riparian impacts. Please refer to Response #1 for additional information.

In regards to crowns of the trees (over the bridge), it would be just as reasonable to

assume different crown widths to support the design as proposed. Nonetheless, the bridge itself would provide the shade that would normally be supplied by large trees. In addition, it would be possible to utilize shade-tolerant understory beneath the bridge in the revegetation. The 320 square feet of habitat area for large trees that could be provided would not be a contiguous block, since there would be an additional 80 square feet at each corner of the bridge.

The term “design exception” is commonly used to describe a document that the engineer prepares when incorporating a nonstandard feature. This document describes the facts present at the specific location and reasoning that leads to a logical conclusion. The facts present at this location do not support 4-foot shoulders.

**Response to Comment #5:** The Visual/Aesthetics section of the environmental document discusses that the project would have an adverse affect on the visual scale and character of the project area without mitigation. However, the environmental document also indicates that these adverse affects would be less than significant with implementation of mitigation measures such as replanting and a rustic style bridge rail. Please refer to section 2.1.5 of the environmental document and comment #1 for additional information regarding visual concerns.

Caltrans, in cooperation with the Federal Highway Administration (FHWA), has designated this route segment a minor arterial. American Association of State Highway and Transportation Officials (AASHTO) resources state that arterials are expected to provide a higher degree of mobility for the longer trip length. Furthermore, Route 192 is on the Truck Network for California State Highways.

Traffic volumes of 3,100 Average Daily Traffic (ADT) are accurate according to the 2006 Caltrans Traffic and Vehicle Data Systems Unit and Route Segment inventory books. Utilizing the 2007 “Annual Average Daily Truck Traffic on the California State Highway System,” data suggest that the percentage of trucks on Route 192 in this segment of highway could range between 2.4% to 6.3%. Even with an ADT of 3,100 at a 2% minimum, the truck traffic would be approximately 62 trucks per day crossing the narrow bridge. With agriculture and orchards nearby, it is imperative that truck traffic with heavy loads be considered in the design of this structure. For safety, the design speed of the new bridge and roadway needs to meet current design standards.

The project has been designed for current speed and the ADT is over 3,000. The applied shoulder standard is volume-dependent (Design Information Bulletin 79) but

this is not a low volume highway segment. Again, Route 192 is on the Truck Network for California State Highways. The Caltrans' Highway Design Manual mandates an 8-foot shoulder width when the current ADT is over 3000 (2001). In addition, the engineer's application of accepted design practices provides confidence that the public safety would be best served.

**Response to Comment #6:** Section 2.1.5 of the environmental document, Visual/Aesthetics, includes a mitigation measure requiring bridge rail selection and design appropriate for the rural setting and based on input from the community. Type 80 open-style bridge rail with a rural and worn texture would be consistent with this mitigation measure. Please see response #1 above regarding visual impacts and response #4 above, which specifically addresses the comment about a tree canopy.

**Response to Comment #7:** The 4-foot shoulder concept would require 0.015 acres less right of way. The quantity of farmland within this area has not been calculated; although, it would be less than 0.25 acre. Caltrans will comply with the policies and conditions set forth by the County's Local Coastal Plan.

**Response to Comment #8:** Thank you for your comment. Caltrans will include these measures in the CDP conditions.

## Comment from Native American Heritage Commission.

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

### NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
(916) 657-5390 - Fax



February 3, 2009

Kelso Vidal  
Department of Transportation  
50 Higuera Street  
San Luis Obispo, Ca 934301

RE: SCH#2003011041 Arroyo Parida Bridge Replacement Project; Santa Barbara County

Dear Mr. Vidal:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. USGS 7.5 minute quadrangle name, township, range and section required.
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

  
Katy Sanchez  
Program Analyst

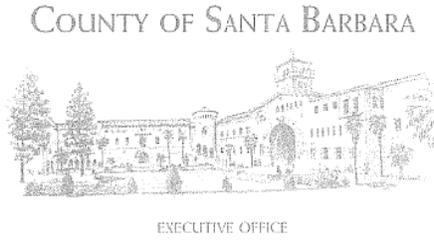
CC: State Clearinghouse

***Response to Comments from Native American Heritage Commission***

Thank you for your comments on the project. The recommendations received are standard operational procedures for Caltrans.

**Comment from the County of Santa Barbara**

Michael F. Brown  
County Executive Officer



105 East Anapamu Street, Suite 406  
Santa Barbara, California 93101  
805/568-3400 • Fax 805/568-3414  
www.co.santa-barbara.ca.us

March 18, 2009

Matt Fowler  
California Department of Transportation  
50 Higuera Street  
San Luis Obispo, CA 93401-5415

FAX: 805-549-3233  
Email: kelso\_vidal@dot.ca.gov

RE: Draft Mitigated Negative Declaration for the Arroyo Parida Creek Bridge Replacement Project.

Dear Mr. Fowler:

Thank you for the opportunity to comment on the Draft Mitigated Negative Declaration for the Arroyo Parida Creek Bridge Replacement Project. At this time, the County is submitting the following comments for your consideration:

**Internal Document Consistency**

The Draft MND should be revised in a manner which provides internal consistency, specifically in reference to potential impacts to Biological Resources. For example, Table S-1 identifies six (6) Coast live oaks and one (1) non-native tree for removal. However, Table 2.2 identifies ten (10) Coast live oaks, twenty-eight (28) Monterey cypress trees, and one (1) non-native palm tree for removal. The appropriate sections of the document should be revised in a manner which resolves this inconsistency. Additionally, the impact summary in Chapter 2.0 incorrectly references Sensitive Plant Species within the Sensitive Animal Species discussion (page 10). This discussion should be revised to include potential impacts to steelhead trout.

1

John Baker  
Assistant County Executive Officer  
jbaker@co.santa-barbara.ca.us

Terri-Maus-Nisich  
Assistant County Executive Officer  
tmaus@co.santa-barbara.ca.us

Susan Paul  
Assistant County Executive Officer  
spaul@co.santa-barbara.ca.us

Jason Stilwell  
Assistant County Executive Officer  
jstil@co.santa-barbara.ca.us

Matt Fowler, California Department of Transportation  
March 18, 2009  
Page 2 of 3

**Driveways- Section 1.3.1**

The Draft MND references the need to terminate one existing, private driveway access point on Foothill Road. The Draft MND should identify which parcel will be affected by this loss of access and specify what alternative legal access point is available to this aforementioned property.

2

**Community Impacts- Section 2.1.3**

The Draft MND should include an impact discussion and mitigation measures, if necessary, regarding potential impacts to private access points on Foothill Road.

2

**Visual/Aesthetics- Section 2.1.5**

The Draft MND indicates that visual mitigation will be achieved by allowing the community to participate in the bridge design process during a future community meeting. Pursuant to CEQA §15126.4 (a) (1) (B), formulation of mitigation measures should not be deferred until some future time. As such, we recommend that a more thorough analysis of the proposed mitigation measures be included.

3

**Visual/Aesthetics- Section 2.1.5 and Natural Communities- Section 2.3.1**

The Draft MND should accurately quantify both the number of oak trees which will be removed and the number of oak trees which will be planted as part of the mitigation program. The Oak Tree Protection in the Inland and Rural Areas supplement of the County General Plan Conservation Element requires a 10:1 replacement ratio for oak tree removal.

3

**Natural Communities- Section 2.3.1**

The Draft MND should include the County of Santa Barbara's Standard Oak Tree Protection and Replacement Plan as part of the proposed mitigation program.

4

**Natural Communities- Section 2.3.1**

The Draft MND should include a discussion of potential impacts to raptors and other sensitive avian species due to the proposed tree removal. Pursuant to CEQA §15126.4 (a)(1)(B), appropriate mitigation should be included to address these potential impacts. Typical mitigation for such impacts could include, but is not limited to, pre-construction surveys, conducted by a qualified biologist, for active bird nesting if construction activity will take place within the nesting season.

4

**Flood Control Access-**

The County's Flood Control District has reviewed and issued additional comments regarding the proposed project. Refer to enclosed Flood Control Letter for more information.

The County has no further comments on this project at this time and looks forward to continued dialogue on future projects. If you should have further questions, please do not hesitate to contact my office directly, or David Matson, Deputy Director in the Office of Long Range Planning at (805) 568-2068.

Matt Fowler, California Department of Transportation  
March 18, 2009  
Page 3 of 3

Sincerely,

A handwritten signature in black ink, appearing to read "John Baker", is written over a faint, dotted background.

John Baker  
Assistant County Executive Officer/Director of Planning and Development

cc: John McInnes, Director, Office of Long Range Planning  
David Matson, Deputy Director, Office of Long Range Planning  
Derek Johnson, Deputy Director, Office of Long Range Planning  
Nick Bruckbauer, Flood Control District

Enc: Flood Control District Comment Letter, dated March 16, 2009

**Response to County of Santa Barbara:**

**Response to Comment #1:** Thank you for your comment regarding internal consistency. The Environmental document was revised for consistency. Table S-1: Summary of Potential Impacts from Alternatives has a heading for Natural Communities that was revised to reflect the total number of trees impacted. Originally, there was a discrepancy whether or not the ornamental trees outside the riparian corridor should be classified as being a part of the “natural communities”. However, to have the data quantified and consistent, the tree tables will provide the exact information comparatively when discussing tree removal. Lastly, thank you for identifying the incorrect references of Animal Species on page 10. This section should have been removed as the draft environmental document underwent revisions. This duplicate bullet of discussion has now been deleted.

**Response to Comment #2(2):** The Relocation/ Property Acquisition section 2.1.3 of the Environmental document has been revised to clearly reflect which parcel will have an existing private driveway access point terminated. As noted in section 1.3.1 Driveways, this is Parcel #1 of Figure 2-1 which has two access points. Presently there is one access point in use, the other access point is not being used and is overgrown with vegetation. The access point that is not being used is the one to be terminated.

**Response to Comment #3 (2):** The mitigation that would reduce potential visual impacts is the aesthetic treatment (texture and color) to the barrier, regardless of whether it is community-based or not. Caltrans is choosing to involve the community in the specific texture and color in the interest of context sensitivity.

The project is consistent with the County General Plan Conservation Element regarding oak tree replacement. The project would remove 10 coast live oak trees and replant 100 coast live oak trees.

**Response to Comment #4 (2):** The environmental draft has been updated to state that Caltrans will follow the County’s standard regarding oak tree protection and replacement (Section 2.3 mitigation).

No raptor nests have been observed in the vicinity of the proposed project, so special attention was not devoted to this discussion in the project’s environmental documentation. Nesting raptors, like all other avian species, would be protected through adherence to the Migratory Bird Treaty Act. Vegetation removal would occur outside of the nesting season (February 15 to August 31). If this is not possible, a qualified

biologist would perform pre-construction surveys and if any nesting birds are found within 500 feet of the project limits, no work will occur within an appropriate buffer (as determined by the resource protection agencies) of the nest until the young have fledged. These are Standard Special Provisions for Caltrans and this information was noted in the Natural Environment Study which was available upon request (Appendix E).

**Comment from the County of Santa Barbara's Flood Control**



Santa Barbara County Public Works Department  
Flood Control  Water Agency

March 16, 2009

California Department of Transportation  
50 Higuera Street  
San Luis Obispo, CA 93401

**RE: Arroyo Parida Creek Bridge Replacement Project  
Initial Study with Proposed Mitigated Negative Declaration**

Dear Sir or Madam,

Thank you for the opportunity to review the subject document.

The Santa Barbara County Flood Control District would prefer that the proposed bridge project not inhibit the currently existing maintenance access to the creek at the northwest side if the bridge.

Please let us know if you have any questions or concerns.

Sincerely,

SANTA BARBARA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT

By: 

Nick Bruckbauer  
Development Review Engineer

***Response to County of Santa Barbara's Flood Control***

Thank you for your comment. The proposed bridge project would not inhibit the existing maintenance access to the creek along the north side. However, due to the bridge design, the gate would be moved 17 feet back to match up with the new fence line.

**Comments from Public Hearing**

**ORIGINAL**

CALIFORNIA DEPARTMENT OF TRANSPORTATION

ARROYO PARIDA BRIDGE REPLACEMENT PROJECT  
ON STATE ROUTE 192

Carpinteria, California

Wednesday, March 4, 2009

6:00 p.m. – 8:00 p.m.

**PUBLIC HEARING AND PUBLIC COMMENTS**

Held at the Canalino Elementary School Cafeteria  
1480 Linden Avenue  
Carpinteria, California

Reported by: Jeri L. Cain, CSR #2460, RMR-CRP-CRR  
File No. 209501



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1151 Leff Street · San Luis Obispo, CA 93406-1039 (805) 541-0333  
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FAX (805) 541-2136 · www.MeritReporting.com 800-549-3376

1 PUBLIC HEARING AND PUBLIC COMMENTS were taken  
2 at the Canalino Elementary School Cafeteria, 1480  
3 Linden Avenue, Carpinteria, California, 93013, before  
4 Jeri Cain, CSR No. 2460, RMR-CCRR-CRR, on Wednesday,  
5 March 4, 2009, commencing at the hour of 6:00 p.m.,  
6 regarding the Arroyo Parida Creek Bridge Replacement  
7 Project on State Route 192.

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10 I N D E X

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13 MEETING ORGANIZERS:

14 DAVID EWING, Caltrans, Fresno office

15 ANNIE MCCUEN, Caltrans Fresno office

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19 PUBLIC COMMENT MADE BY:

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21 JACK FISHER

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DAVE EWING: This public hearing is now  
officially closed.

(Public meeting concluded at 8:00 p.m.)

-o0o-

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depos@meritreporting.com

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REPORTER'S CERTIFICATE

STATE OF CALIFORNIA ) SS.

I, JERI L. CAIN, Certified Shorthand Reporter,  
RMR-CCRR-CRR, holding California CSR License No. 2460,  
do hereby certify:

The aforementioned public hearing and public  
comments were verbatim-reported by me by the use of  
computer shorthand at the time and place therein stated  
and thereafter transcribed into writing under my  
direction.

I certify that I am not of counsel nor attorney for  
nor related to any of the parties hereto, nor am I in  
any way financially interested in the outcome of this  
action.

In compliance with Section 8016 of the Business and  
Professions Code, I certify under penalty of perjury  
that I am a Certified Shorthand Reporter with License  
No. 2460 in full force and effect.

WITNESS my hand this 6<sup>th</sup> day of March, 2009.

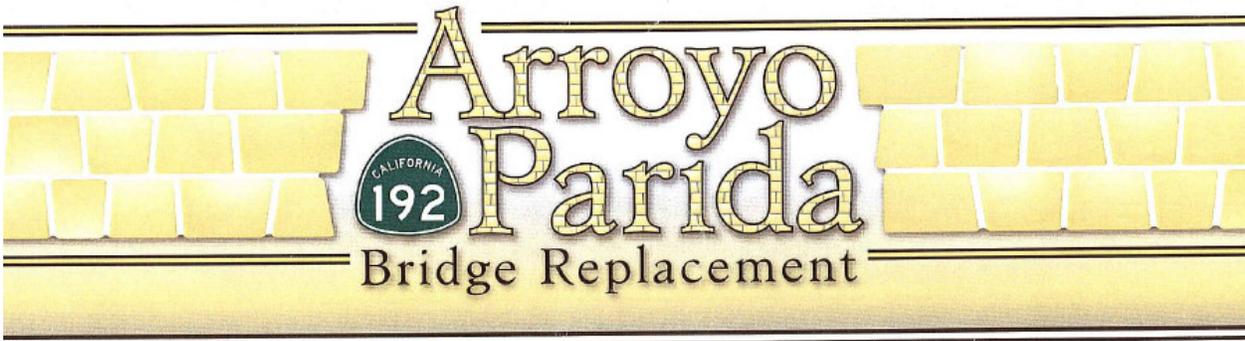
  
\_\_\_\_\_  
JERI L. CAIN, CSR #2460, RMR-CCRR-CRR

***Response to Jack Fisher***

Thank you for your comment Mr. Fisher and thank you for taking the time to attend the Public Hearing on behalf of Patricia Gradle.

Any time Caltrans takes action on a highway, in this case the replacement of a structurally deficient bridge, the expectation is to apply the best practices of the day. That is the case with this project. Current speeds were used in the design of the bridge replacement project. No change to the posted speed limit is anticipated as a result of the project.

**Comment from Brian Ehler**



### Comment Card

Name: BRIAN EHLER  
 Address: 1210 FRANCISCAN CT #6 City: Carpinteria Zip: 93013  
 Representing: carpinteria Coyote Review.com

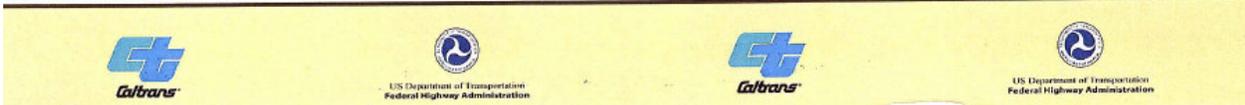
Do you wish to be added to the project mailing list?  Yes  No  
 Please drop comments in the Comment Box or

Mail to: *Matt Fowler, Senior Environmental Planner  
 Caltrans, District 5 Office  
 50 Higuera Street  
 San Luis Obispo, CA 93401*

I would like the following comments filed in the record (please print): I SUPPORT THE  
"NO-BUILD" ALTERNATIVE. CALTRANS NEEDS TO GO BACK  
+ STOP OVER-ENGINEERING THIS BRIDGE PROJECT. WE DON'T  
NEED FISH LADDERS - THE CREEK IS DRY 98% OF THE TIME!  
DON'T TOUCH THE BEAUTIFUL CYPRESS TO CHANNELIZE THE ROAD -  
LEAVE THE SYCAMORES ALONE... REPAIR THE SMALL PORTION  
OF THE BRIDGE THAT A SPEEDING TRUCKER DAMAGED - AND  
THAT'S ALL YOU NEED TO DO - A ~~6 MILLION~~ 6 MILLION+ DOLLAR  
PROJECT IS OVER KILL - LEAVE THE RURAL HIGHWAYS ALONE -  
THEY NEED MINIMAL MAINTENANCE!!!

Comments must be received by 5pm, March 18, 2009 *Brian Ehler 3-5-09*

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### **Response to Brian Ehler**

Thank you for attending the Public Hearing and submitting your comments. The proposed design applies current best practices based on current speed and the current daily volume of traffic. Every effort was made to avoid sensitive environmental resources present at this location.

In regards to the rock weirs (fish ladders), the federal government (NOAA Fisheries) has listed Southern California steelhead as an endangered species. Santa Barbara County Flood Control staff has confirmed that the species has been found in Arroyo Parida Creek. When constructing highway improvements, Caltrans is required to remove barriers to fish passage and to provide for adequate fish passage through the project site. The channel bottom beneath the existing bridge was paved to stabilize the creek bed. While this has prevented scour from affecting the bridge abutments, there is now a four-foot drop at the downstream end of the paving that is a barrier to fish passage. Caltrans must remove the channel paving as it is a barrier to fish passage. To prevent destabilization (downcutting) of the new channel, a series of rock weirs will be built to act as a grade control structure. As required by federal law, the rock weirs must be built to accommodate fish passage.

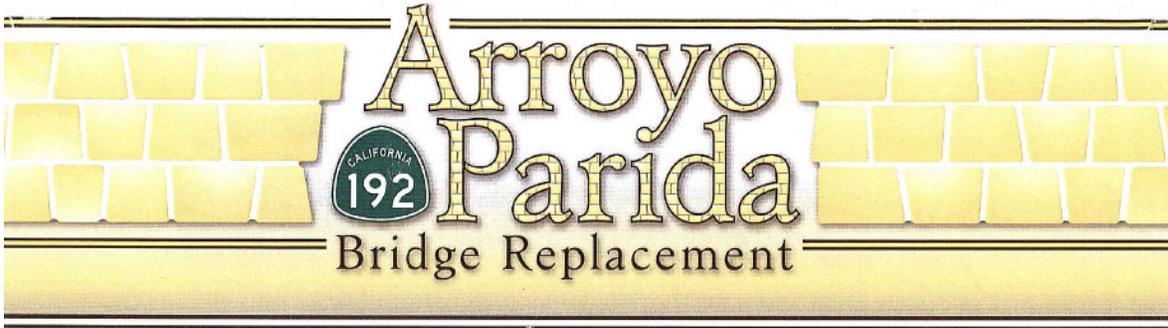
According to the data Caltrans has obtained, the creek water is usually perennial. Data also suggest that the creek can endure heavy rains and is subject to flooding that result to highway closure.

Caltrans would implement a landscape plan that includes planting native shrubs, native willows, and replace native trees at a 10:1 ratio as required per the County's General Plan Conservation Element. In addition, the large sycamores would be protected as stated in the environmental document (*Section 2.3*).

Not only does the bridge have cosmetic damage, unfortunately, the bridge has serious structural damage as well. The bridge is old and the reinforcing steel is so deteriorated that Caltrans structural engineers have determined it is not cost-effective to rehabilitate the existing bridge.

The recent economic downturn has actually resulted in historically low bids being submitted for public works projects. So although the project is not inexpensive, it is not above the average for similar type. Caltrans' mission is to improve mobility across California, and it is the responsibility of the Department to maintain safety and service for all highways, freeways, and interstates within California.

**Comment from Robert J. Fisher**



## Comment Card

Name: Robert J. Fisher

Address: 5632 Canalero Dr. City: Carpinteria Zip: 93013

Representing: Patricia Grudle, 3880 Foothill Rd., Carpinteria, Ca.

Do you wish to be added to the project mailing list?  Yes  No

Please drop comments in the Comment Box or

Mail to: Matt Fowler, Senior Environmental Planner  
Caltrans, District 5 Office  
50 Higuera Street  
San Luis Obispo, CA 93401

I would like the following comments filed in the record (please print): I believe doing  
This project isn't the way to go.  
I think the bridge could be retrofitted and  
left the way it is. Doing this project is  
going to cause a race way for cars and trucks  
There hasn't been a accident on this bridge.  
The price you have put on this project will  
probably double by the time it's finished.

Comments must be received by 5pm, March 18, 2009

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***Response to Robert J. Fisher***

Thank you for submitting your comment card. Unfortunately, the no-build alternative would allow the bridge to further deteriorate to the point of collapsing. Not only does the bridge have cosmetic damage, it also has serious structural damage. The bridge is old and the reinforcing steel has deteriorated such that Caltrans structural engineers have determined it is not cost-effective rehabilitate the existing bridge.

The project has been designed for the current posted speed. Research has shown a strong relationship between operating speeds and posted speeds, as well as between operating speeds and horizontal curvature. However the relationship between operating speeds and roadway widths have been found to be weak. The replacement structure is proposed on an alignment and profile that provides sight distance for the posted speed.

Lastly, the recent economic downturn has actually resulted in historically low bids being submitted for public works projects. So although the project is not inexpensive, it is not above the average for similar projects.

**Comment from Giti White**



**Giti White**  
<giti\_white@hotmail.com>  
03/18/2009 04:38 PM

To <matt.c.fowler@dot.ca.gov>  
cc  
Subject Re: Comments Concerning Proposed Arroyo Parida Bridge Replacement

March 18, 2009

Attention: Matt Fowler, Senior Environmental Planner  
Caltrans District 5 Office  
50 Higuera Street  
San Luis Obispo, CA 93401  
FAX (805) 549-3329

From: Giti K. White  
3600 Foothill Rd.  
Carpinteria, CA 93013

**Re: Comments Concerning Proposed Arroyo Parida Bridge Replacement**

Dear Mr. Fowler,

I appreciated the time that you took to speak with me and other attendees at the March 4, 2009 Public Hearing regarding the proposed Arroyo Parida Bridge Replacement. I am writing to share my concerns regarding the public process for this project, as well as the potential significant environmental impacts and public safety risks that may well result from failing to thoroughly consider this proposal and a range of alternatives to it.

As someone who has travelled along the stretch of road that contains the proposed project site and crossed the Arroyo Paredon Bridge for over thirty years, I am troubled by project materials (including the Initial Study at page 4) that describe this project in terms of building or not building one proposed bridge design. Unfortunately, if we consider this

project only in terms of getting the proposed bridge built we miss a lot. More importantly, we lose the opportunity to consider alternatives that make this project better, safer, or less damaging to the environment. My community and the environment will live with this project for years to come. I would feel better about this process if a greater range of alternatives were examined in further CEQA analysis (ie. an EIR), and if a detailed analysis of the potential safety risks of the proposed project and strategies for reducing these risks was discussed with the community.

1

As I mentioned at the March 4, 2009 Public Hearing, Caltrans' decision to label this project the "Arroyo Parida Bridge Replacement" has likely fostered public confusion regarding the proposed project. The watershed containing project site is commonly referred to as Arroyo Paredon, and state and local agencies have examined and analyzed the resources of the project area in local plans that refer to Arroyo Paredon (Santa Barbara LCP / Toro Canyon Plan). Despite the fact that the Initial Study acknowledges that the existing bridge is known as the Arroyo Paredon Creek Bridge, project information materials do not identify the project site as such. CEQA's fundamental purpose of publicly identifying, disclosing and analyzing potential significant impacts upon the environment is seriously hindered when members of the public, or staff of numerous public agencies do not share an understanding of critical project details. For this reason, I suggest that Caltrans retitle this project so that it is consistent with local planning documents, and recirculate environmental documents in a manner that assures CEQA compliance and a public process that thoroughly discloses and analyzes the projects potential risks and environmental consequences.

2

Furthermore, it is unfortunate that the Natural Environment Study Addendum appears not to consider the potential significant impacts of this project in the context of the local planning documents such as the Santa Barbara County LCP for the Toro Canyon Planning Area ("Toro Canyon Plan"). The Toro Canyon Plan describes the diverse biological resources in and around the Arroyo Paredon project site (note that the creek is not referred to as "Arroyo Parida") as Environmentally Sensitive Habitat (ESH) and establishes guidelines to protect it. Again, the failure to identify this project and analyze it in the context of existing descriptions of the baseline conditions and biological resources in the Arroyo Paredon riparian corridor undermines a meaningful assessment of the potential significant impacts of this project.

3

According to the Initial Study for the Arroyo Parida Bridge Replacement, the proposed bridge replacement would double the size of the existing bridge, and would result in the removal of numerous mature trees in the riparian corridor, the destruction of wetland habitat, streambed alteration, and the removal of dozens of additional trees planted along Foothill Road (State Route 192). Despite the fact that the proposed activities are taking place in ESH and in close proximity to it, the conclusory analysis in the Initial Study suggests that various impacts to sensitive habitat are unavoidable, and makes little attempt to reduce the scale or intensity of these impacts through mitigation or by considering project alternatives.

4

In fact, many of the potential significant impacts associated with permanently altering and destroying mature oak and sycamore trees in ESH, and with replacing wetlands with artificial substitutes, and replacing dozens of trees with pavement and landscaping could be avoided by reducing the scale of the proposed bridge replacement. I suggest that an EIR is the most appropriate public process to follow, rather than concluding that impacts to ESH in the coastal zone (where so much habitat has been destroyed and degraded) are insignificant without further analysis. In a rural setting surrounded by such unique visual and biological resources an EIR is essential because it requires mitigation strategies, balancing of a project's goals with its risks, and the consideration of meaningful alternatives that avoid or minimize significant impacts upon the environment. The extended public process of an EIR could also serve to better protect downstream residents by allowing further analysis, public discussion, and consideration of mitigation strategies to address the

5

potential flooding impacts that could result from the proposed project.

Finally, I am hopeful that the more detailed analysis of an EIR might afford an opportunity to study and publicly discuss the potential traffic and safety impacts of the proposed project. The proposed project area, like much of Foothill Road (particularly from Nidever to Linden Avenue) is an extremely scenic, yet problematic stretch of road to drive. The road experiences commuter traffic, frequent heavy truck traffic, motorcycle traffic (due to the proximity of a dealership) as well as pedestrian use and recreational and commuter bicycle traffic. One of the likely consequences of building the proposed project as designed would be to eliminate a roadway feature that forces drivers to reduce their speed to levels more consistent with the speed limit. While visibility might be improved and additional road-width added such improvements would be confined to the very limited project area, and they would come at the price of losing much of the unique scenic qualities of the project area and damaging its habitat value (large oak and sycamore trees near the bridge and dozens of Monterey Cypress would be removed).

6

On a roadway with so many competing uses, implementing the project as proposed would likely speed traffic up and funnel it to new choke points beyond the project boundaries. I am particularly concerned that changes to the bridge and roadway may encourage even higher speed traffic along the turn approaching La Mirada Drive and past driveways with limited visibility close to the project site (in both directions ie. along Foothill Rd. between Nidever Road and Cravens Lane). Higher speed traffic along this stretch of roadway poses a safety risk to pedestrians, cyclists, motorists and large trucks that will continue to share the narrow roadway immediately outside the project boundaries. In addition, higher speed traffic would endanger area residents on the north side of Foothill Road that must cross the road to access their mailboxes. A similar phenomenon appears to have resulted from the recent replacement of two bridges across the Rincon Creek along Highway 150 –namely “improvements” that widened and straightened the roadway have facilitated higher speed traffic and have funneled it towards choke points where the road dramatically narrows, steepens and turns sharply. In the few years since those bridges were replaced, a number of accidents have occurred (including fatalities, if I recall correctly). Community members who drive local roads can be important resources when they are involved in a public process like the preparation of an EIR that examines a variety of alternatives to assure the safety of projects like the proposed Arroyo Parida Bridge Replacement.

7

In closing, I would like to thank you for your time and efforts to improve the bridge crossing at Arroyo Paredon. I urge you to recirculate environmental documents identifying Arroyo Paredon as the project area in order to assure an open and transparent public process, and to learn from our community and foster goodwill. I further request that you examine the numerous potential significant impacts of this bridge replacement upon the environment, and to those who travel Foothill Road in the context of an EIR that considers a range of meaningful alternatives to reduce project risks and impacts to Environmentally Sensitive Habitat.

Sincerely,

Giti K. White

## **Response to Giti White**

**Response to Comment #1:** Caltrans would like to thank you for your comments that you have provided regarding the Arroyo Parida Bridge Replacement project.

An EIR is only to be prepared when significant, unavoidable impacts have been identified. Because this environmental document demonstrated that the proposed project, with the incorporation of identified mitigation measures, would not have a significant effect on the environment, a Mitigated Negative Declaration is appropriate for CEQA requirements.

A public hearing on March 4, 2009, which you attended, was scheduled for the public to have the opportunity to discuss any concerns with Caltrans Staff, such as the analysis of potential safety risks. However, no safety concerns were brought to attention by the public that warranted further analysis for replacing the structurally deficient bridge.

**Response to Comment #2:** Caltrans does recognize that the watershed that runs under Arroyo Parida Bridge is known as Arroyo Paredon Creek. This is stated in the introduction of the environmental document with other project information material indicating the location of the bridge (vicinity map, bridge number, post mile, etc.). However, Caltrans does not identify the bridge as Arroyo Paredon. The Caltrans' Post Mile Log and the Bridge Log identify the Bridge as the Arroyo Parida Br 51-0113, and it is Caltrans' procedure to have consistency throughout project descriptions. Moreover, comments from the public and from jurisdictions that prepared the local plans, which you reference, indicate that there was no confusion about the location of the proposed project.

**Response to Comment #3:** The project vicinity was analyzed for biological resources, regardless if the creek was identified as Arroyo Paredon or Arroyo Parida. Please refer to response #2 located above. A Natural Environmental Study (NES) with Biological Assessment and NES Addendum was produced for the riparian corridor surrounding Arroyo Parida Bridge and adjacent to Arroyo Paredon creek. Biological resources were analyzed meaningfully and adequately in consultation with regulatory agencies during the production the NES and Biological Assessment. The technical reports reported minimal impacts to biological resources with mitigation measures implemented. Please note that the Initial Study only summarizes the impacts to natural resources. The NES has additional detailed information and was placed online for public viewing, as well as being available upon request as stated in the environmental document (Appendix E). Lastly, "south of East Valley Road, the channel has been modified considerably and

does not support most animal species typical of riparian habitats” (Toro Canyon Plan, p116).

**Response to Comment #4:** The Initial Study does reflect the elements that you have mentioned; however, studies regarding each of the biological elements identified in the comments have resulted in a determination that the impacts would be less than significant with the proposed mitigation. Federal regulatory agencies were contacted for formal and informal consultations, in which they have concurred with the project’s natural environment’s outcome (Appendix L & M).

Streambed alteration is an unavoidable consequence of bridge replacements. The primary shade trees within the project impact area are the sycamores on the easterly creek bank; they would not be affected by project construction. Two mature (20” and 24”) coast live oaks would be removed from the riparian area on the northwesterly side of the creek. The removal of the paved channel lining beneath the existing bridge would actually mean that there would be a net increase of 0.064 acre of wetlands after the project is constructed. Please refer to *Section 2.3.2* for additional information regarding wetlands.

Impacts to the creek environment are a result of the need to incorporate fish passage into the design of the new grade control structures. It is possible to achieve a stable channel bottom by paving the channel bottom or by building a single hard structure across the channel bottom. But these sort of “hard” fixes result in downstream scour that eventually presents a barrier to fish passage. All riparian vegetation losses would be fully mitigated. See *Section 2.3.3 Avoidance, Minimization, and/ or Mitigation Measures* for further details.

**Response to Comment #5:** Caltrans has found no evidence to indicate the size of the new bridge would produce substantial changes to Environmentally Sensitive Habitats. All creek/riparian impacts are a result of the installation of the rock weirs. Only two oaks of mature statue would be removed from the creek’s riparian corridor and they are so close to the bridge that they would be removed even if the bridge were replaced with one of the current dimensions. Sycamores would be protected as listed under *Section 2.3.1 Avoidance, Minimization, and/or Mitigation measures*. Wetlands would not be replaced with artificial substitutes. In fact, it is quite the opposite. The paved channel bottom that currently exists would be removed to allow a natural stream bottom. The row of cypress trees lining the southwesterly side of the highway approaching the bridge are an artificial landscape feature that would need to be removed regardless of the width

of the shoulder. In addition, the trees are not in good health and are not mature enough to provide valuable habitat. Please refer to *Section 2.3* for additional information regarding the biological environment.

An EIR would not result in a greater level of analysis than the Initial Study. The difference between the two documents lies in the conclusions reached regarding the significance of the impacts resulting from the project. The mitigation sequence is the same for all proposed projects regardless of the document type: avoid impacts if possible, minimize impacts as much as possible, restore impacted areas, and then provide compensatory mitigation only as a last resort. Furthermore, the “extended public process of an EIR” suggests a public comment period of 45 days, whereas Initial Studies only requires a 30-day review period per CEQA guidelines. This environmental document underwent a 45-day review period. Please see *Appendix D, State Clearinghouse Acknowledgement Letter*.

**Response to Comment #6:** An EIR would not result in different or additional safety analysis. Caltrans designs all projects with safety in mind. As you have acknowledged, this stretch of state highway is problematic to drive given the variety of users on the roadway at any given time. The proposed project would allow some separation of bike and pedestrian traffic from cars and trucks due to the added shoulders. Research shows proven safety benefits with wider shoulders. The posted speed limit for this segment of Highway 192 would not increase, but remain the same after replacement.

**Response to Comment #7:** Caltrans has a program to continually monitor collision rates on the state highway system. If a collision increase is detected in the monitoring system, an investigation will be required.

The collision rates along the segment of Highway 150 that you referred to have actually decreased since the completion of the bridge replacement project on that highway. The collision rate for the 0.7-mile segment within the limits of the project has decreased 60% since the project was completed. The collision rates for Route 150 for the 1.9 mile segment between Camino Carreta and Gobernador Canyon Road, including the project limits, for the same time period decreased 25%. This project has provided an overall safety improvement for the highway.

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## **Appendix E** List of Technical Studies that are Bound Separately

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Copies of the following technical studies can be requested from:

Kelso Vidal  
Caltrans District 5  
50 Higuera Street  
San Luis Obispo, CA 93401  
[kelso\\_vidal@dot.ca.gov](mailto:kelso_vidal@dot.ca.gov)

Air Quality Report

Noise Study Report

Water Quality Assessment

Natural Environment Study

- NES Addendum

Endangered Species Biological Assessment

Hydrology/Hydraulic Study Final Report

Hazardous Waste Technical Report

- Initial Site Assessment

Visual Impact Assessment

Paleontology Report

Negative Historic Property Survey Report (Not available for public viewing)

- Supplemental HPSR
- Historic Resources Evaluation Report

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# Appendix F FEMA's Conditional Letter of Map Revision

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## Federal Emergency Management Agency

Washington, D.C. 20472

June 19, 2008

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

IN REPLY REFER TO:  
Case No.: 08-09-0569R

The Honorable Salud Carbajal  
Chair, Santa Barbara County  
Board of Supervisors  
105 East Anapamu Street  
Santa Barbara, CA 93101

Community: Santa Barbara County, CA  
Community No.: 060331

104

Dear Mr. Carbajal:

This responds to a request that the Department of Homeland Security's Federal Emergency Management Agency (FEMA) comment on the effects that a proposed project would have on the effective Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) report for Santa Barbara County, California and Incorporated Areas (the effective FIRM and FIS for your community), in accordance with Part 65 of the National Flood Insurance Program (NFIP) regulations. In a letter dated February 6, 2008, Mr. Tom Davis, State of California Department of Transportation, requested that FEMA evaluate the effects that the revised hydraulic analysis, updated topographic information, and the proposed Arroyo Parida project along Arroyo Paredon would have on the flood hazard information shown on the effective FIRM and FIS report. The proposed project along Arroyo Paredon will consist of the replacement of an existing Foothill Road bridge at approximately 4,000 feet upstream of Via Real. The proposed area of revision along Arroyo Paredon will extend from approximately 3,000 feet upstream of Via Real to approximately 4,500 feet upstream.

All data required to complete our review of this request for a Conditional Letter of Map Revision (CLOMR) were submitted with letters from Mr. Davis.

We reviewed the submitted data and the data used to prepare the effective FIRM for your community and determined that the proposed project meets the minimum floodplain management criteria of the NFIP. The submitted existing conditions HEC 2 hydraulic computer model, dated March 17, 2008, based on updated topographic information, was used as the base conditions model in our review of the proposed conditions model for this CLOMR request. We believe that, if the proposed project is constructed as shown on the topographic work map entitled "Arroyo 3," dated May 28, 2008, prepared by the California Department of Transportation, District 6, Hydraulics, and the data listed below are received, a revision to the FIRM would be warranted.

Our review of the existing conditions model revealed that the Base (1-percent-annual-chance) Flood Elevation (BFEs) increased throughout the proposed area of the revision compared to the effective BFEs for Arroyo Paredon. The maximum increase in BFE, 6.0 feet, occurred approximately 4,100 feet upstream of Via Real. The increase in BFE is due to updated topography.

Our review of the proposed conditions model revealed that the BFEs will increase and decrease throughout the proposed area of revision compared to the existing condition BFEs for Arroyo Paredon.

2

The maximum increase, 2.1 feet, will occur approximately 4,000 feet upstream of Via Real. The maximum decrease, 2.1 feet, will occur approximately 4,350 feet upstream of Via Real.

As a result of the proposed project and the updated topographic information, the BFEs will increase throughout the proposed area of revision compared to the effective BFEs for Arroyo Paredon. The maximum increase, 5.1 feet, will occur approximately 3,900 feet upstream of Via Real.

As a result of the proposed project and the updated topographic information, the width of the Special Flood Hazard Area (SFHA), the area that would be inundated by the base flood, will increase and decrease throughout the proposed area of revision compared to the effective SFHA width along Arroyo Paredon. The maximum increase in SFHA width, 210 feet, will occur approximately 4,100 feet upstream of Via Real. The maximum decrease in SFHA width, 250 feet, will occur approximately 3,400 feet upstream of Via Real.

Upon completion of the project, your community may submit the data listed below and request that we make a final determination on revising the effective FIRM and FIS report.

- With this request, your community has complied with all requirements of Paragraph 65.12(a) of the NFIP regulations. Compliance with Paragraph 65.12(b) also is necessary before FEMA can issue a Letter of Map Revision when a community proposes to permit encroachments into the effective floodplain that will cause increases in BFE in excess of those permitted under Paragraph 60.3(c)(10). Please provide evidence that your community has, prior to approval of the proposed encroachment, adopted floodplain management ordinances that incorporate the increased BFEs and revised floodplain boundary delineations to reflect post-project conditions, as stated in Paragraph 65.12(b).
- Detailed application and certification forms, which were used in processing this request, must be used for requesting final revisions to the maps. Therefore, when the map revision request for the area covered by this letter is submitted, Form 1, entitled "Overview & Concurrence Form," must be included. (A copy of this form is enclosed.)
- The detailed application and certification forms listed below may be required if as-built conditions differ from the conceptual plans. If required, please submit new forms (copies of which are enclosed) or annotated copies of the previously submitted forms showing the revised information.

Form 2, entitled "Riverine Hydrology & Hydraulics Form"

Form 3, entitled "Riverine Structures Form"

Hydraulic analyses, for as-built conditions, of the base flood, together with a topographic work map showing the revised floodplain boundaries, must be submitted with Form 2.

- Effective October 1, 2007, FEMA revised the fee schedule for reviewing and processing requests for conditional and final modifications to published flood information and maps. In accordance with this schedule, the current fee for this map revision request is \$4,800 and must be received before we can begin processing the request. Please note, however, that the fee schedule is subject to change, and requesters are required to submit the fee in effect at the time of the submittal. Payment of this fee shall be made in the form of a check or money order, made payable in

3

U.S. funds to the National Flood Insurance Program, or by credit card (Visa or MasterCard only). The payment, along with the revision application, must be forwarded to the following address:

FEMA National Service Provider  
3601 Eisenhower Avenue  
Alexandria, VA 22304-6425

- As-built plans, certified by a registered professional engineer, of all proposed project elements
- Community acknowledgment of the map revision request
- Property Owner Notifications and, if possible, acceptance of the increases in BFEs and/or SFHA along Arroyo Paredon

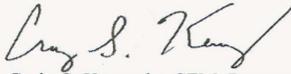
After receiving appropriate documentation to show that the project has been completed, FEMA will initiate a revision to the FIRM. Because the BFEs would change as a result of the project, a 90-day appeal period would be initiated, during which community officials and interested persons may appeal the revised BFEs based on scientific or technical data.

The basis of this CLOMR is, in whole or in part, a bridge replacement project. NFIP regulations, as cited in Paragraph 60.3(b)(7), require that communities assure that the flood-carrying capacity within the altered or relocated portion of any watercourse is maintained. This provision is incorporated into your community's existing floodplain management regulations. Consequently, the ultimate responsibility for maintenance of the modified bridge rests with your community.

This CLOMR is based on minimum floodplain management criteria established under the NFIP. Your community is responsible for approving all floodplain development and for ensuring all necessary permits required by Federal or State law have been received. State, county, and community officials, based on knowledge of local conditions and in the interest of safety, may set higher standards for construction in the SFHA. If the State, county, or community has adopted more restrictive or comprehensive floodplain management criteria, these criteria take precedence over the minimum NFIP criteria.

If you have any questions regarding floodplain management regulations for your community or the NFIP in general, please contact the Consultation Coordination Officer (CCO) for your community. Information on the CCO for your community may be obtained by calling the Director, Mitigation Division of FEMA in Oakland, California, at (510) 627-7175. If you have any questions regarding this CLOMR, please call our Map Assistance Center, toll free, at 1-877-FEMA MAP (1-877-336-2627).

Sincerely,



Craig S. Kennedy, CFM, Program Specialist  
Engineering Management Branch  
Mitigation Directorate

For: William R. Blanton Jr., CFM, Chief  
Engineering Management Branch  
Mitigation Directorate

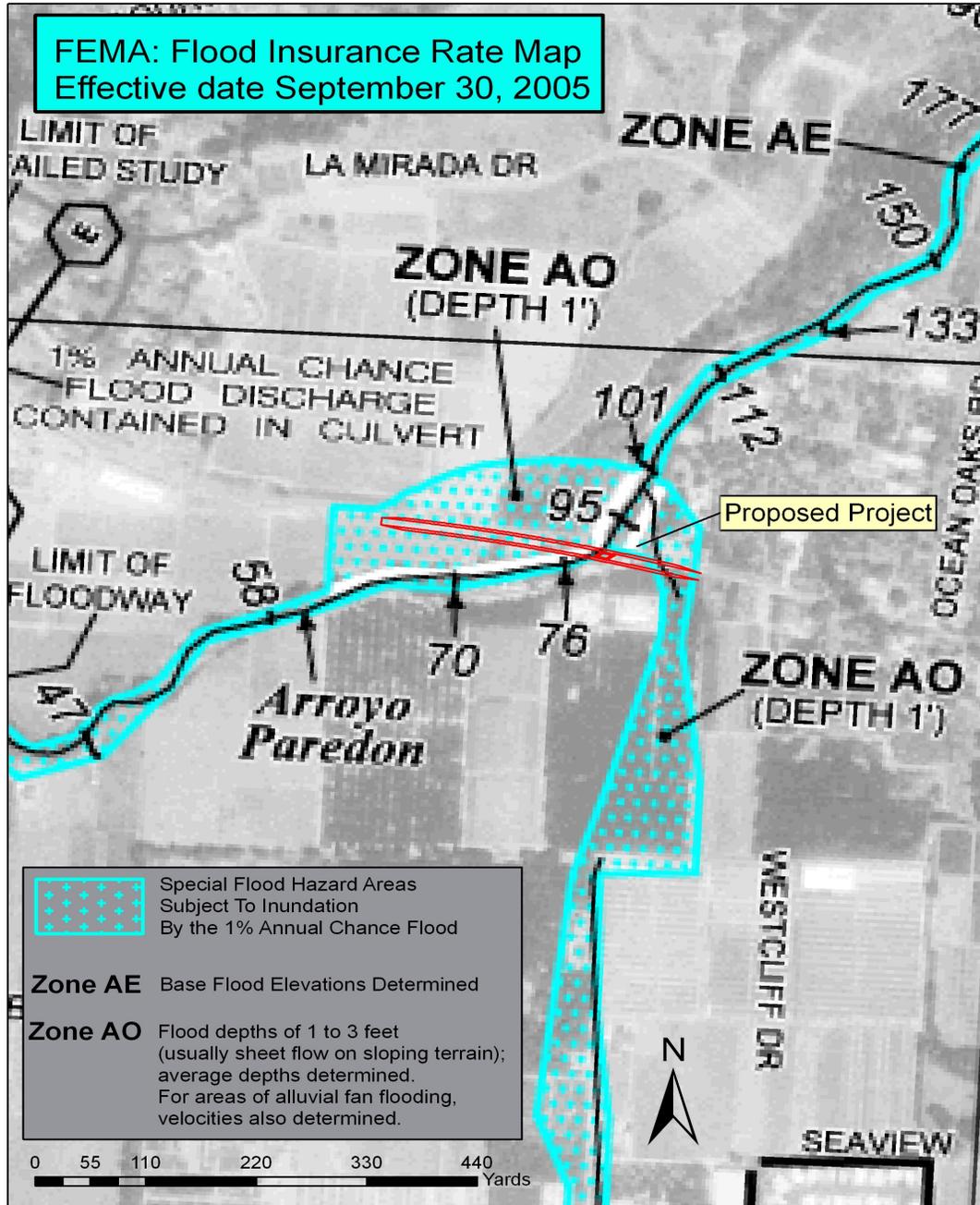
Enclosures

cc: (See attached list.)

Courtesy Copies List – Santa Barbara County, CA

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# Appendix G FEMA: Flood Insurance Rate Map (FIRM)



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# Appendix H Natural Resources Conservation Service Impact Rating Form

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United States Department of Agriculture



Natural Resources Conservation Service  
Santa Maria Service Center  
920 E. Stowell Road  
Santa Maria, CA 93454-7008

Telephone (805) 928-9269  
Fax (805) 928-9644

---

October 31, 2008

To: Mike Jacob  
Dept. of Transportation  
50 Higuera Street  
San Luis Obispo, CA 93401-5415

Subject: NRCS-CPA-106

Mr Jacob:

Enclosed is a NRCS-CPA-106 with the NRCS sections completed for the Arroyo Parida Bridge Replacement Project. If you have any questions, please call me at 805-928-9269, ext. 105.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Bechtold".

John Bechtold  
District Conservationist, USDA-NRCS

*Helping People Help the Land*

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**FARMLAND CONVERSION IMPACT RATING  
 FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request	10/10/08	4. Sheet 1 of <u>1</u>
1. Name of Project <b>ARROYO PARIDA BRIDGE REPLACEMENT</b>		5. Federal Agency Involved <b>CALTRANS AS AGENT FOR FHWA</b>		
2. Type of Project <b>HIGHWAY IMPROVEMENT</b>		6. County and State <b>SANTA BARBARA, CALIFORNIA</b>		
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS	2. Person Completing Form <i>John Beechold</i>	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form).		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated	Average Farm Size
5. Major Crop(s) <i>Cole crops, leafy greens, strawberries, Avocados, citrus</i>		6. Farmable Land in Government Jurisdiction Acres: <i>157,213</i> % <i>9</i>	<i>104,272</i>	<i>563</i>
8. Name Of Land Evaluation System Used <i>Calif. Storie System</i>		9. Name of Local Site Assessment System	7. Amount of Farmland As Defined in FPPA Acres: <i>108,206</i> % <i>6.25</i>	
			10. Date Land Evaluation Returned by NRCS <i>10/31/08</i>	

<b>PART III (To be completed by Federal Agency)</b>	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	1			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	1	0	0	0

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>	
A. Total Acres Prime And Unique Farmland	<i>0.25</i>
B. Total Acres Statewide And Local Important Farmland	<i>0.25</i>
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<i>0.00031</i>
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<i>Data Not Available</i>

<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>	
	<i>75.5</i>

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points	
1. Area in Nonurban Use	15	<i>13</i>
2. Perimeter in Nonurban Use	10	<i>8</i>
3. Percent Of Corridor Being Farmed	20	<i>18</i>
4. Protection Provided By State And Local Government	20	<i>5</i>
5. Size of Present Farm Unit Compared To Average	10	<i>0</i>
6. Creation Of Nonfarmable Farmland	25	<i>0</i>
7. Availability Of Farm Support Services	5	<i>4</i>
8. On-Farm Investments	20	<i>18</i>
9. Effects Of Conversion On Farm Support Services	25	<i>0</i>
10. Compatibility With Existing Agricultural Use	10	<i>0</i>
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>0 66 0 0 0</b>

<b>PART VII (To be completed by Federal Agency)</b>	
Relative Value Of Farmland (From Part V)	100 <i>75.5</i>
Total Corridor Assessment (From Part VI above or a local site assessment)	160 <b>0 66 0 0 0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260 0 141.5 0 0 0</b>

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
5. Reason For Selection:			

Signature of Person Completing this Part: \_\_\_\_\_ DATE \_\_\_\_\_

NOTE: Complete a form for each segment with more than one Alternate Corridor

# Appendix I Letter of Concurrence from the State Historic Preservation Officer

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STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

## DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3111  
FAX (805) 549-3329  
TDD (805) 549-3259  
<http://www.dot.gov/dist05>



*Flex your power!  
Be energy efficient!*

August 22, 2007

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer  
Office of Historic Preservation  
P.O. Box 942896  
Sacramento, CA 94296-0001

05-SB-192  
PM 15.4/15.6  
EA 05-39610  
Arroyo Parida Bridge  
Replacement Project

RE: Determinations of eligibility and Finding of No Historic Properties Affected for the Arroyo Parida Bridge Replacement Project, Santa Barbara County, California

Dear Mr. Donaldson:

The California Department of Transportation (Caltrans) is initiating consultation with the State Historic Preservation Officer (SHPO) regarding the Arroyo Parida Bridge Replacement Project. This consultation is undertaken in accordance with the January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

Enclosed you will find the Historic Property Survey Report (HPSR) for the proposed undertaking. The HPSR fulfills three responsibilities under Section 106 of the National Historic Preservation Act: (1) determination of the Area of Potential Effects (APE); (2) identification of cultural resources located within the APE; and (3) evaluation of historic properties for eligibility to the National Register of Historic Places (NRHP). Under the PA, Caltrans is responsible for ensuring the appropriateness of the APE (PA Stipulation VIII.A) and the adequacy of historic property identification efforts (PA Stipulation VIII.B). At this time, under PA Stipulation VIII.C.5, we seek your concurrence on Caltrans' determinations of eligibility for potential historic properties.

Caltrans proposes to replace the existing Arroyo Parida Bridge on State Route 192 with a new reinforced concrete slab bridge. The roadway on either side of the bridge will be reconstructed and will taper back into the existing roadway, for a total length of about 340 meters. The project will also entail replacement of an existing box culvert located west of the bridge, drainage upgrades, the regrading of dirt driveways adjacent to the highway, the acquisition of additional right-of-way for shoulder widening and tree mitigation, tree removal, and utility relocation. A complete project description can be found on page 1 of the enclosed HPSR.

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Mr. M. Wayne Donaldson  
August 22, 2007  
Page 2

Consultation and identification efforts for the Arroyo Parida Bridge Replacement Project resulted in the identification of three historic period resources within the APE. One of these resources, the Arroyo Parida Bridge (Bridge No. 51-113; Figure 3) was previously evaluated and determined to be not eligible for the National Register in 2006 (Attachment F of the enclosed HPSR). The remaining two architectural properties were formally evaluated for their NRHP eligibility in accordance with 36 CFR 800.4(c)(1). The evaluations are documented by Larson (2007) in Appendix C of the enclosed HPSR.

All other resources identified within the APE are exempt from formal evaluation pursuant to PA Stipulation VIII.C.1 and Attachment 4 ("Properties Exempt from Evaluation").

Pursuant to Stipulation VIII.C of the PA, Caltrans is requesting your concurrence that the following resources are not eligible:

- 3880 Foothill Road (State Route 192), Carpinteria (Map Reference No. 1)
- 3905 Foothill Road (State Route 192), Carpinteria (Map Reference No. 2)

We look forward to receiving your response within 30 days of your receipt of this HPSR submittal, in accordance with PA Stipulation VIII.C.5a of the PA. Pending your concurrence regarding Caltrans' eligibility determinations, Caltrans' finding for the undertaking (pursuant to PA Stipulation IX.A.2) is "No Historic Properties Affected," due to the absence of identified historic properties within the undertaking's APE.

The California Department of Transportation (Caltrans) is transmitting the Historic Property Survey Report for the Arroyo Parida Bridge Replacement Project as the NEPA lead agency under the provisions of the *Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program* that became effective on July 1, 2007.

The MOU was signed pursuant to Section 6005 of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), allowing the Secretary of Transportation to assign, and the State of California to assume FHWA's responsibilities under NEPA, as well as consultation and coordination responsibilities under other Federal environmental laws.

Therefore, as a project covered under the Pilot Program MOU, FHWA has assigned and Caltrans has assumed FHWA responsibility for environmental review, consultation, and coordination on the Arroyo Parida Bridge Replacement Project. Please direct all future correspondence on this project to Caltrans.

This letter and the attached documentation are concurrently being distributed to Caltrans Cultural Communities Studies Office (CCSO).

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Mr. M. Wayne Donaldson  
August 22, 2007  
Page 3

Thank you for your assistance with this undertaking. If you need any additional information please contact me at (805) 549-3669 (val\_levulett@dot.ca.gov) or Paula Carr at (805) 549-3236 (paula\_carr@dot.ca.gov).

Sincerely,



VALERIE LEVULETT  
Chief, Central Region Technical Studies Branch  
Heritage Resource Coordinator  
Caltrans District 5, San Luis Obispo

Attachment: Historic Property Survey Report for the Arroyo Parida Bridge Replacement Project

C: Greg King, Caltrans, CCSO

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STATE OF CALIFORNIA - THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax: (916) 653-9824  
calshpo@ohp.parks.ca.gov  
www.ohp.ca.gov



10 September 2007

In Reply Refer To FHWA070828A

Valerie Levulett, Chief  
Central Region Technical Studies Branch  
California Department of Transportation, District 5  
50 Higuera Street  
San Luis Obispo, CA 93401-5415

RE: DETERMINATIONS OF ELIGIBILITY [SIC] AND FINDING OF NO HISTORIC PROPERTIES AFFECTED FOR THE ARROYO PARIDA BRIDGE REPLACEMENT PROJECT, SANTA BARBARA COUNTY, CALIFORNIA [SECTION 106 CONSULTATION (PND.01) ON THE ARROYO PARIDA BRIDGE REPLACEMENT PROJECT ON STATE ROUTE 192, CITY OF CARPINTERIA, SANTA BARBARA COUNTY, CALIFORNIA]

Dear Ms. Levulett,

This letter is a response to the California Department of Transportation's (Caltrans) submission of the August 2007 supplemental historic property report for the subject project (Supplemental HPSR). Caltrans' submission and my comment on it here are made pursuant to the 1 January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-aid Highway Program in California*, and the addenda to that document.

Your letter of 22 August 2007 requests that I concur with Caltrans' determinations on the National Register of Historic Places (National Register) eligibility of two single family residences in the City of Carpinteria.

On the basis of my review of the Supplemental HPSR, I am able to concur with Caltrans' determination that the single family residences at

**3880 Foothill Road** (State Route 192), City of Carpinteria  
**3905 Foothill Road** (State Route 192), City of Carpinteria

are *not* eligible for inclusion in the National Register.

Please direct any questions or concerns that you may have to Project Review Unit archaeologist Mike McGuirt at 916.653.8920 or at [mmcgu@parks.ca.gov](mailto:mmcgu@parks.ca.gov), or Project Review Unit historian Natalie Lindquist at 916.654.0631 or at [nlindquist@parks.ca.gov](mailto:nlindquist@parks.ca.gov).

Sincerely,

Handwritten signature of Susan K. Stratton in cursive.

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer

MWD:MDM:mdm

# Appendix J Correspondence with the State Historic Preservation Officer

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

## DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3111  
FAX (805) 549-3329  
TDD (805) 549-3259  
<http://www.dot.gov/dist05>



*Flex your power!  
Be energy efficient!*

August 1, 2006

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer  
Office of Historic Preservation  
P.O. Box 942896  
Sacramento, CA 94296-0001

05-SB-192  
P.M. 0.0, 2.43/3.08  
EA 05-0F5701  
Mission Canyon CURE

RE: Determinations of Eligibility and Finding of Effect for the Mission Canyon CURE Project, Santa Barbara County, California

The California Department of Transportation (Caltrans), under the authority of the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation officer (SHPO) regarding the Mission Canyon CURE (Clean Up Roadside Environment) Project. This consultation is undertaken in accordance with the January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation (PA)*.

Enclosed you will find an Historic Property Survey Report (HPSR) for the proposed undertaking. Under the PA, Caltrans is responsible for ensuring the appropriateness of the Area of Potential Effect (APE) (Stipulation VIII.A) and the adequacy of historic property identification efforts (Stipulation VIII.B). We are consulting with you at the present time under Stipulation VIII.C.5 of the PA, which requires that we seek your concurrence on Caltrans' determination of eligibility for potential historic properties.

In conjunction with FHWA, Caltrans proposes to improve sections of State Route 192, at two locations: post mile 0.0 and between post miles 2.43 to 3.08. The project is located within a residential area of Santa Barbara that experiences a high rate of rear-end collisions. These collisions are caused by fixed objects including ditches that line the highway corridor, forcing pedestrians and bicyclists to enter the roadway for significant distances to avoid the ditches which are up to 3 feet deep. By enclosing the ditches and using them as traversable area, pedestrians and bicyclists will be able to travel this roadway without interfering with traffic flow; and vehicles will also be provided with recovery room.

Proposed improvements include:

- planting trees at the intersection of State Routes 192 and 154 as a replacement for those that will be removed along the roadway

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Mission Canyon CURE HPSR

Page 2 of 4

- removing fixed objects such as mailboxes, trees, signs, and utility poles within 1.2 meters of the traveled way on both sides of the State Route 192 from PM 2.43 to 3.08
- replacing a single box culvert at PM 2.8
- installing guardrail above the box culvert outlet at PM 2.8
- enclosing open ditches at PM 2.8 and 3.0

A complete project description can be found on page 1 of the enclosed HPSR.

The APE for the undertaking includes the Area of Direct Impact which encompasses all proposed ground-disturbing project construction activities. The ADI includes Area 1 (the intersection of State Routes 154 and 192) and Area 2 (State Route 192 from Alamar Avenue to Mission Canyon Road) (see Figure 3 in the enclosed HPSR). Beyond the ADI, the APE also includes the Caltrans right-of-way along the entire 21-mile length of State Route 192, which measures about 15 meters wide. The full highway right-of-way is included in the APE because the project will affect two of 47 stone masonry features found along the corridor which were identified as a potential historic district. Therefore, the entire highway which was evaluated to determine whether the masonry features taken as a whole might be eligible for listing in the National Register of Historic Places as an historic district, and whether any single feature might be individually eligible for listing. The project APE is depicted on Figure 3 of the attached HPSR.

Consultation and identification efforts for the Mission Canyon CURE Project (summarized in pages 5-6 of the attached HPSR) resulted in the identification of 48 resources within the APE that required formal evaluation. These include the highway itself, and 47 highway-related stone masonry structures.

Two of these resources, the Romero Canyon Creek Bridge (Bridge No. 51-110; Figure 3, sheet 5) and the Sycamore Canyon Creek Bridge (Bridge No. 51-106; Figure 3, sheet 3) were previously evaluated and determined eligible for the National Register under Criterion C. These bridges are three to eight miles outside of the ADI and will not be impacted by the proposed project.

Pursuant to Stipulation VIII.C of the PA, the remaining 46 resources were formally evaluated for their NRHP eligibility in accordance with 36 CFR 800.4(c)(1). The evaluations are documented by Wee and Larson (2006) in Appendix C of the enclosed HPSR.

Pursuant to Stipulation VIII.C of the PA, Caltrans is requesting your concurrence that the following 46 highway-related resources are not eligible:

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Mission Canyon CURE HPSR  
Page 3 of 4

POST MILE	TRINOMIAL	FEATURE
0.0/21.06	CA-SBA-3622H	State Route 192
2.80	CA-SBA-3755H	Culvert
3.08	CA-SBA-3756H	Culvert
3.36	CA-SBA-3757H	Mission Creek Bridge (Bridge No. 51-105)
3.40	CA-SBA-3758H	Culvert
3.67	CA-SBA-3759H	Culvert
4.48	CA-SBA-3760H	Culvert
4.93	CA-SBA-3761H	Culvert
5.10	CA-SBA-3762H	Culvert
5.14	CA-SBA-3763H	Culvert
5.21	CA-SBA-3764H	Culvert
5.25	CA-SBA-3765H	Culvert
5.33	CA-SBA-3766H	Culvert (with guardrails)
5.41	CA-SBA-3767H	Culvert
5.48	CA-SBA-3768H	Culvert
5.62	CA-SBA-3769H	Culvert (with guardrails)
5.68	CA-SBA-3770H	Retaining Wall (with parapet)
5.88	CA-SBA-3771H	Culvert
5.89	CA-SBA-3772H	Tree Well
6.18	CA-SBA-3774H	Culvert
6.25	CA-SBA-3775H	Culvert (with guardrail)
6.28	CA-SBA-3776H	Culvert (with guardrail)
6.41	CA-SBA-3777H	Culvert (with guardrail)
6.43	CA-SBA-3778H	Culvert
6.55	CA-SBA-3779H	Culvert
6.65	CA-SBA-3780H	Culvert (with guardrail)
7.12	CA-SBA-3781H	Culvert
7.39	CA-SBA-3782H	Culvert (with guardrail)
7.51	CA-SBA-3783H	Culvert
7.93	CA-SBA-3784H	Culvert
9.00	CA-SBA-3785H	Culvert (with guardrail)
9.69	CA-SBA-3786H	Culvert
10.54	CA-SBA-3787H	Culvert (with guardrail)
11.11	CA-SBA-3789H	Culvert
11.29	CA-SBA-3790H	Culvert (with guardrail)
11.36	CA-SBA-3791H	Culvert
11.69	CA-SBA-3792H	Culvert
11.78	CA-SBA-3793H	Culvert
12.16	CA-SBA-3794H	Toro Creek Bridge (Bridge No. 51-111)
12.19	CA-SBA-3795H	Culvert
12.21	CA-SBA-3796H	Retaining Wall

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Mission Canyon CURE HPSR  
Page 4 of 4

POST MILE	TRINOMIAL	FEATURE
12.29	CA-SBA-3797H	Culvert
12.49	CA-SBA-3798H	Toro Canyon Creek Bridge (Bridge No. 51-112)
14.80	CA-SBA-3799H	Culvert
15.46	CA-SBA-3800H	Culvert
15.52	CA-SBA-3801H	Arroyo Parida Bridge (Bridge No. 51-113)

We look forward to receiving your response within 30 days of your receipt of this HPSR submittal, in accordance with Stipulation VIII.C.5.a of the PA. Pending your concurrence regarding Caltrans' eligibility determinations, Caltrans' finding for the undertaking (pursuant to Stipulation IX.A.2) is "No Historic Properties Affected," due to the absence of identified historic properties within the undertaking's ADI. This letter and the attached documentation are concurrently being retained in Caltrans files (pursuant to Stipulation XVI) and distributed to FHWA (pursuant to Stipulation VIII.C.5). If you concur with our eligibility determinations, these actions satisfy Caltrans' responsibilities under Stipulation IX.A.2 of the PA, and no further review will be required. In the event that you do not concur with Caltrans' determinations, further consultation will be carried out in accordance with Stipulation VIII.C.5.b.

If you need any additional information, please do not hesitate to contact Caltrans Archaeologist Krista Kiaha (phone: 805-542-4799; fax 805-549-3233; e-mail: [Krista\\_Kiaha@dot.ca.gov](mailto:Krista_Kiaha@dot.ca.gov)). Finally, thank you for your assistance with this undertaking.

Sincerely,



VALERIE LEVULETT  
Chief, Central California Specialist Branch  
Heritage Resource Coordinator  
District 5, San Luis Obispo

Attachment: Historic Property Survey Report for Mission Canyon CURE Project

C: Dominic Hoang, FHWA

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# Appendix K U.S. Fish and Wildlife Service Species List

Listing and Critical Habitat - Species List for Santa Barbara County

Page 1 of 3

Type	Common Name	Scientific Name	Status	Date Listed	CH	CH Date
Amphibian	ARROYO TOAD	Bufo microscaphus californicus	Endangered	16-Dec-94	Yes	13-Apr-05
Amphibian	CALIFORNIA RED-LEGGED FROG	Rana aurora draytonii	Threatened	23-May-96	Yes	13-Apr-06
Amphibian	CALIFORNIA TIGER SALAMANDER (SANTA BARBARA CO.)	Ambystoma californiense	Endangered	21-Sep-00	Yes	23-Aug-05
Bird	BALD EAGLE	Haliaeetus leucocephalus	Threatened	11-Mar-67	No	
Bird	BROWN PELICAN	Pelicanus occidentalis	Endangered	02-Jun-70	No	
Bird	CALIFORNIA CONDOR	Gymnogyps californianus	Endangered	11-Mar-67	Yes	22-Sep-77
Bird	CALIFORNIA LEAST TERN	Sterna antillarum browni	Endangered	02-Jun-70	No	
Bird	LEAST BELL'S VIREO	Vireo bellii pusillus	Endangered	02-May-86	Yes	02-Feb-94
Bird	LIGHT-FOOTED CLAPPER RAIL	Rallus longirostris levipes	Endangered	13-Oct-70	No	
Bird	MARbled MURRELET	Brachyramphus marmoratus marmoratus	Threatened	10-Oct-92	No	
Bird	SOUTHWESTERN WILLOW FLYCATCHER	Empidonax trallii extimus	Endangered	27-Feb-95	Yes	22-Jul-97
Bird	WESTERN SNOWY PLOVER	Charadrius alexandrinus nivosus	Threatened	05-Mar-93	Proposed	
Bird	YELLOW-BILLED CUCKOO	Coccyzus americanus	Candidate	25-Jul-01	No	
Fish	SOUTHERN CALIFORNIA STEELHEAD	Oncorhynchus mykiss	Endangered	17-Jun-98	Proposed	
Fish	TIDEWATER GOBY	Eucyclogobius newberryi	Endangered	07-Mar-94	No	

[http://www.fws.gov/ventura/esprograms/listing%5Fch/spplists/species\\_sba.cfm](http://www.fws.gov/ventura/esprograms/listing%5Fch/spplists/species_sba.cfm)

6/4/2008

Listing and Critical Habitat - Species List for Santa Barbara County

Fish	UNARMORED THREESPINE STICKLEBACK	<i>Gasterosteus aculeatus</i> <i>williamsoni</i>	Endangered	13-Oct- 70	No	
Invertebrate	LONGHORN FAIRY SHRIMP	<i>Branchinecta</i> <i>longiantenna</i>	Endangered	19-Sep- 94	Yes	10- Feb-06
Invertebrate	VERNAL POOL FAIRY SHRIMP	<i>Branchinecta lynchi</i>	Threatened	19-Sep- 94	Yes	10- Feb-06
Mammal	GIANT KANGAROO RAT	<i>Dipodomys ingens</i>	Endangered	05-Jan- 87	No	
Mammal	SAN JOAQUIN KIT FOX	<i>Vulpes macrotis mutica</i>	Endangered	11-Mar- 67	No	
Mammal	SAN MIGUEL ISLAND FOX	<i>Urocyon littoralis</i> <i>littoralis</i>	Endangered	05-Mar- 04	No	
Mammal	SANTA CATALINA ISLAND FOX	<i>Urocyon littoralis</i> <i>catalinae</i>	Endangered	05-Mar- 04	No	
Mammal	SANTA CRUZ ISLAND FOX	<i>Urocyon littoralis</i> <i>santacruzae</i>	Endangered	05-Mar- 04	No	
Mammal	SANTA ROSA ISLAND FOX	<i>Urocyon littoralis</i> <i>santarosae</i>	Endangered	05-Mar- 04	No	
Mammal	SOUTHERN SEA OTTER	<i>Enhydra lutris nereis</i>	Threatened	14-Jan- 77	No	
Plant	BEACH LAYIA	<i>Layia carnosa</i>	Endangered	22-Jun- 92	No	
Plant	CALIFORNIA JEWELFLOWER	<i>Caulanthus californicus</i>	Endangered	19-Jul- 90	No	
Plant	CALIFORNIA ORCUTT GRASS	<i>Orcuttia californica</i>	Endangered	03-Aug- 93	No	
Plant	CONTRA COSTA GOLDFIELDS	<i>Lasthenia conjugens</i>	Endangered	22-Jun- 92	Yes	06- Aug-03
Plant	GAMBEL'S WATERCRESS	<i>Rorippa gambellii</i>	Endangered	03-Aug- 93	No	
Plant	GAVIOTA TARPLANT	<i>Hemizonia increscens</i> <i>ssp. villosa</i>	Endangered	20-Mar- 00	Yes	07- Nov-02
Plant	HOFFMANN'S ROCK- CRESS	<i>Arabis hoffmannii</i>	Endangered	31-Jul- 97	No	
Plant	HOFFMAN'S SLENDER- FLOWERED GILIA	<i>Gilia tenuiflora ssp.</i> <i>hoffmannii</i>	Endangered	31-Jul- 97	No	
Plant	ISLAND BARBERRY	<i>Berberis pinnata ssp.</i> <i>insularis</i>	Endangered	31-Jul- 97	No	
Plant	ISLAND BEDSTRAW	<i>Galium buxifolium</i>	Endangered	31-Jul- 97	No	
Plant	ISLAND MALACOTHRIX	<i>Malacothrix squalida</i>	Endangered	31-Jul- 97	No	

[http://www.fws.gov/ventura/esprograms/listing%5Fch/spplists/species\\_sba.cfm](http://www.fws.gov/ventura/esprograms/listing%5Fch/spplists/species_sba.cfm)

6/4/2008

Plant	ISLAND PHACELIA	Phacelia insularis ssp. insularis	Threatened	31-Jul-97	No	
Plant	ISLAND RUSH-ROSE	Helianthemum greenei	Threatened	31-Jul-97	No	
Plant	LA GRACIOSA THISTLE	Cirsium loncholepis	Endangered	20-Mar-00	Yes	17-Mar-04
Plant	LOMPOC YERBA SANTA	Eriodictyon capitatum	Endangered	20-Mar-00	Yes	07-Nov-02
Plant	PARISH'S CHECKERBLOOM	Sidalcea hickmanii ssp. parishii	Candidate	28-Feb-96	No	
Plant	SALT MARSH BIRD'S-BEAK	Cordylanthus maritimus ssp. maritimus	Endangered	28-Sep-78	No	
Plant	SAN JOAQUIN WOOLY-THREADS	Lembertia congdonii	Endangered	19-Jul-90	No	
Plant	SANTA BARBARA ISLAND LIVEFOREVER	Dudleya traskiae	Endangered	26-Apr-78	No	
Plant	SANTA CRUZ ISLAND BUSH-MALLOW	Malacothamnus fasciculatis var. nesioticus	Endangered	31-Jul-97	No	
Plant	SANTA CRUZ ISLAND DUDLEYA	Dudleya nesiotica	Threatened	31-Jul-97	No	
Plant	SANTA CRUZ ISLAND FRINGEPOD	Thysanocarpus conchuliferus	Endangered	31-Jul-97	No	
Plant	SANTA CRUZ ISLAND MALACOTHRIX	Malacothrix indecora	Endangered	31-Jul-97	No	
Plant	SANTA ROSA ISLAND MANZANITA	Arctostaphylos confertiflora	Endangered	31-Jul-97	No	
Plant	SOFT-LEAVED PAINTBRUSH	Castilleja mollis	Endangered	31-Jul-97	No	
Reptile	BLUNT-NOSED LEOPARD LIZARD	Gambelia silus	Endangered	11-Mar-67	No	
Reptile	ISLAND NIGHT LIZARD	Xantusia (=Klauberina) riversiana	Threatened	11-Aug-77	No	
<p>DISCLAIMER NOTICE</p> <p>The information provided on this page should not be considered an OFFICIAL species list. If you have a proposed project and are in need of an official species list, please mail a detailed request to the address listed at the top of the page.</p>						
						<p>&lt;&lt; Back Print</p>

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# Appendix L U.S. Fish and Wildlife Service Concurrence Letter



IN REPLY REFER TO:  
PAS 339.350.1307

## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Ventura Fish and Wildlife Office  
2943 Portola Road, Suite B  
Ventura, California 93003



February 19, 2004

Mitch Dallas, Associate Environmental Planner  
California Department of Transportation  
50 Higuera Street  
San Luis Obispo, California 93401-5415

Subject: Proposed Replacement of Arroyo Parida Creek Bridge on State Route 192 in  
Santa Barbara County, California

Dear Mr. Dallas:

We have received your letter dated November 4, 2003, and received in our office on November 10, 2003, requesting our concurrence that the subject project is not likely to adversely affect the federally threatened California red-legged frog (*Rana aurora draytonii*). The California Department of Transportation (CalTrans) is proposing to replace the existing bridge which spans Arroyo Parida Creek (Arroyo Paredon Creek) on State Route 192. The project site is located in the City of Carpinteria in Santa Barbara County. We recognize that the U.S. Federal Highways Administration has designated CalTrans as the lead agency responsible for consultation under Section 7 of the Endangered Species Act of 1973, as amended (Act). CalTrans has determined that the subject project is not likely to adversely affect the California red-legged frog.

According to the California Natural Diversity Data base, the closest known occurrence of California red-legged frogs is approximately 13 miles from the project site; however, California red-legged frogs have been found in the adjacent Santa Monica Creek watershed. Despite local observations of the species, no California red-legged frogs were found in Arroyo Parida Creek during protocol surveys conducted in October of 2003.

We concur with your determination that the proposed project is not likely to adversely affect the California red-legged frog. We base our concurrence on the following: 1) no California red-legged frogs were found at the proposed project site during protocol surveys; and 2) the closest known occurrence of California red-legged frogs to the project site occurs beyond the species' known dispersal ability.

As a reminder, this letter does not constitute authorization from us to take federally listed species in any manner. If listed species are found at any time during project implementation, you should suspend all activities and contact us immediately until the appropriate level of consultation is complete.

Mitch Dallas

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If you have any questions, please contact Katie Drexhage of my staff at (805) 644-1766.

Sincerely,



Rick Farris  
Division Chief (Acting)  
Santa Barbara/Ventura/Los Angeles

# Appendix M NOAA Concurrence Letter



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE  
Southwest Region  
501 West Ocean Boulevard, Suite 4200  
Long Beach, California 90802- 4213

In response refer to:  
151422SWR02PR8724:SCG

AUG 6 2003

Gary N. Hamby  
Federal Highway Administration  
California Division  
980 Ninth Street, Suite 400  
Sacramento, California 95814-2724

Dear Mr. Hamby:

Enclosed is the National Marine Fisheries Service's (NOAA Fisheries) Biological Opinion for the proposed bridge replacement of Highway 192 Bridge over Arroyo Parida Creek in Santa Barbara County California (File # 05-SB-192-KP-24.9). The Biological Opinion addresses effects of these actions on endangered steelhead in accordance with section 7 of the Endangered Species Act of 1973, as amended (16 U. S. C. 1531 *et seq.*).

The Biological Opinion concludes the Federal Highway Administration's (FHWA) actions and resulting implementation of the bridge replacement are not likely to jeopardize the continued existence of the Federally endangered Southern California Evolutionary Significant Unit (ESU) of steelhead. NOAA Fisheries believes the proposed action may result in the incidental take of steelhead, therefore, an Incidental Take Statement is included in the Biological Opinion. The Incidental Take Statement includes Reasonable and Prudent Measures that are necessary and appropriate to minimize the incidental take of steelhead. Stan Glowacki is the principal contact for this consultation. Please call him at (562) 980-4061 if you have any questions concerning the Biological Opinion or if you would like additional information.

Sincerely,

  
Rodney R. McInnis  
Acting Regional Administrator

Enclosure

cc: Chuck Cesena, Caltrans



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# **Appendix N Fish/ Rock Weir Structure**

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## **10-1: ROCK WEIR (TYPE 2)**

This work shall consist of excavating the entire main channel, furnishing and placing two rows of 3-foot “rough” diameter rock per rock weir, as well as furnishing, placing, and compacting rock weir void filler in the voids between the individual rocks of each rock weir. The rock weirs shall be constructed in conformance with the plans, the Standard Specifications, these special provisions, and as directed by the Engineer.

### **MATERIAL**

#### **Rock Weir**

The 3-foot “rough” diameter rock is an approximate dimension of an irregularly shaped object. Both rounded and angled rocks may be used. Apparent specific gravity, absorption, and durability index properties of the 3-foot “rough” diameter shall conform to Section 72-2.02, “Materials,” of the Standard Specifications. This rock shall also conform to dimensions shown on details from the plans, and shall be verified by the Engineer prior to its placement.

#### **Rock Weir Void Filler**

Rock weir void filler shall consist of a coarse and fine aggregate mixture conforming to the gradation requirements shown in the following table:

**ROCK WEIR VOID FILLER GRADATION**

SEIVE SIZE	PERCENT PASSING
3”	95-100
2”	85-98
1 ½”	51-90
1”	27-60
¾”	18-45
½”	5-25
3/8”	2-18
No. 4	0-6

### **PLACEMENT**

#### **Rock Weir**

The 3-foot “rough” diameter rocks shall be placed in two rows individually, and arranged so that each rock has a 3-point contact with adjacent rock. The range of dimensions for individual rocks and their orientation to the placement surface, as shown on the plans, shall be followed without deviation. Placing 3-foot “rough” diameter rock by dumping will not be permitted.

**Rock Weir Void Filler**

After the two rows of 3-foot “rough” diameter rock are placed, rock weir void filler shall be dumped between the voids of each rock and compacted by a hand-tamping method until voids are full of rock weir void filler. The excess rock weir void filler on top of the 3-foot “rough” diameter rock shall be removed. Rock weir void filler shall be delivered as a uniform mixture of coarse and fine aggregate, and shall be deposited in a manner to avoid segregation.

**MEASUREMENT**

The quantity of rock weir shall be measured by the cubic yard, and shall be determined from the plans or by dimensions directed by the Engineer. Rock weir quantities in excess of these dimensions will not be paid for.

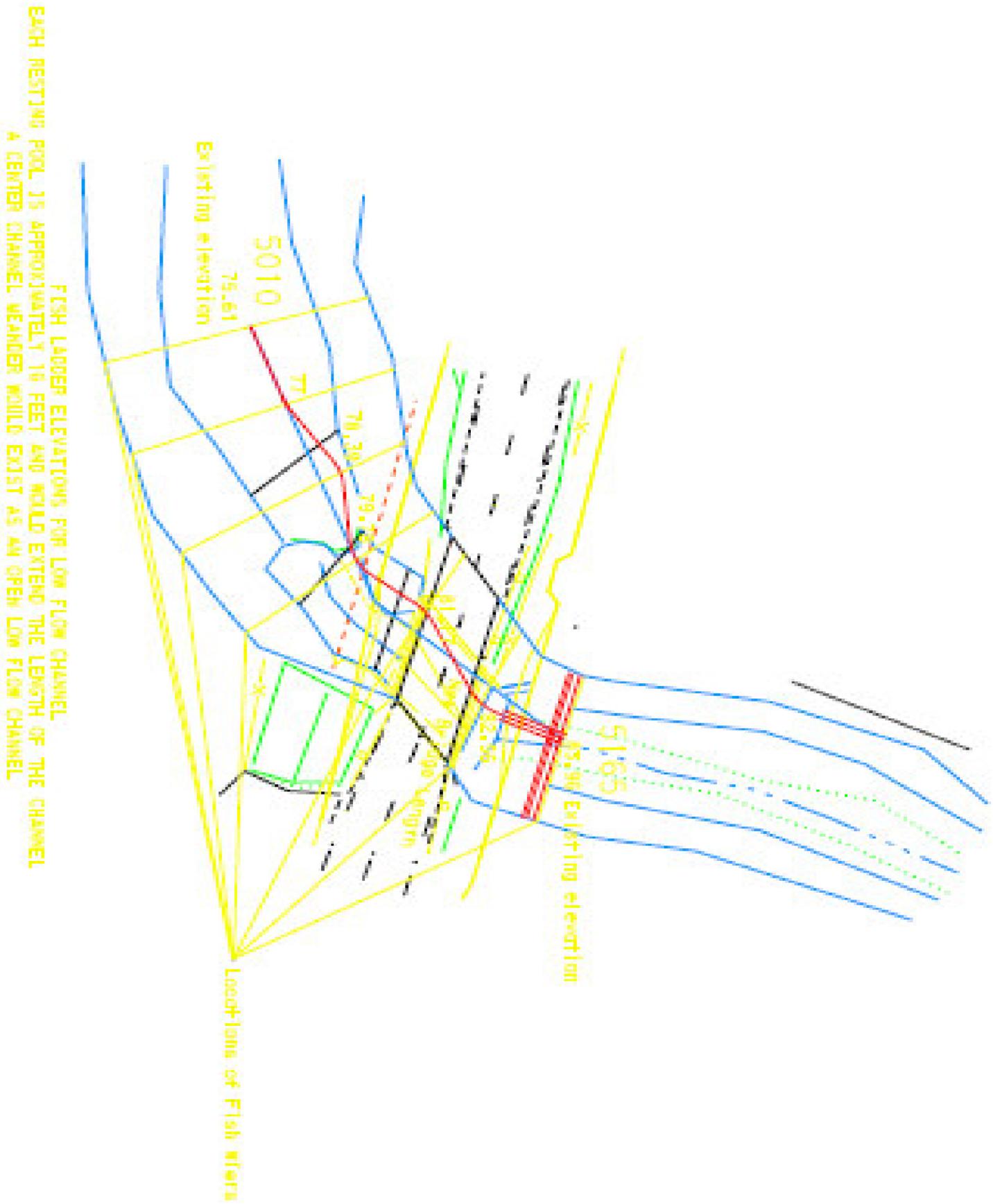
**PAYMENT**

The contract price paid per cubic yard for rock weir shall include full compensation for furnishing all labor, materials, and performing all work associated with rock weir construction. The rock weir construction shall include performing channel excavation, furnishing 3-foot “rough” diameter rock and performing its placement, in addition to furnishing rock weir void filler and performing its placement and compaction.

Excess excavated material from the main channel, that is not used as native material as specified in “Native Material” of these special provisions, shall be disposed of as directed by the Engineer and in conformance with Section 7-1.13, “Disposal of Material Outside the Highway Right of Way,” of the Standard Specifications. The disposal of this excess material will also be included in the contract price paid per cubic yard of rock weir, and no separate payment will be allowed.

**PASSAGE FLOWS**

<b>Steelhead Trout Passage Flows</b>				
<b>Life Stage</b>	<b>Size (in)</b>	<b>Min (cfs)</b>	<b>Max (cfs)</b>	
Juvenile	4	0.1	0.52	***
Adult	15	0.1	6.43	
Adult	24	0.1	122	
Adult	36	0.1	250	
*** Flow calculated through low flow channel All flows calculated with FishXing Flow from 0.1 cfs to 250 cfs used for calculations. For reference a 2-year storm is 155 cfs				



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