



**DRAFT
MITIGATED NEGATIVE DECLARATION**

Carpinteria Rincon Trail

Conditional Use Permit and Coastal Development Permit

June 7, 2012

Applicant

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Public Review Dates

June 7, 2012 until July 9, 2012 at 5:00 p.m.

Environmental Review Committee Meeting
June 27, 2012 at 4:00 p.m. in the Council Chambers at City Hall
5775 Carpinteria Avenue, Carpinteria, CA 93013

Contact

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Appendix B	Air Quality and Greenhouse Gas Modeling Results
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City of Carpinteria Draft Mitigated Negative Declaration

- 1. Project Title:** Carpinteria Rincon Trail
- 2. Lead Agency Name and Address:** City of Carpinteria, Parks and Recreation Department
5775 Carpinteria Avenue
Carpinteria, CA 93013
- 3. Contact Person and Phone Number:** Matthew Roberts, Parks and Recreation Director
(805) 684-5405 x449
- 4. Project Location:** The proposed Carpinteria Rincon Trail would extend from the eastern end of Carpinteria Avenue in the City of Carpinteria to Rincon Beach County Park in Santa Barbara County and the Ventura County Line. Figure 1 shows the regional location of the trail.
- 5. Project Sponsor:** City of Carpinteria, Parks and Recreation Department
- 6. General Plan/Local Coastal Land Use Plan Designations:**
City of Carpinteria: Visitor-Serving Commercial (VC)
County of Santa Barbara: Other Open Land and Recreation
- 7. Zoning:**
City of Carpinteria: Resort (RES) Zone District
County of Santa Barbara: Transportation Corridor (TC) and Recreation (REC) Zone Districts
- 8. Description of Project:**
The proposed project is a shared-use pedestrian and bicycle trail approximately 5,000 feet in length, connecting the east end of Carpinteria Avenue to Rincon Beach County Park. See Section 2 for details.
- 9. Surrounding Land Uses and Setting:**
See Section 2.5 for a discussion of the surrounding land uses and environmental setting.
- 10. Other Public Agencies Whose Approval is Required:**
County of Santa Barbara, Caltrans District 5 and Santa Barbara County Air Pollution Control District.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially significantly affected by this project as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequate supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) Mitigated Negative Declaration: "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant" to "Less Than Significant." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures as described in (5) below may be cross-referenced).

- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration (§15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should include a reference to the page(s) where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Section 1: Project Background and Regulatory Process

1.1 Project Overview

The proposed project consists of a 12-foot wide and approximately 5,000-foot long shared-use trail that would provide safe access for bicyclists and pedestrians traveling from Carpinteria Avenue in the City of Carpinteria to Rincon Beach County Park in Santa Barbara County at the Ventura County line.

The proposed Rincon Trail would provide a crucial non-motorized link to popular beaches and surfing destinations and would feature a functioning bioswale, storm water runoff management, bridge for safe railroad crossing and an acceptable slope pursuant to the Federal Architectural and Transportation Barriers Compliance Board (Access Board) guidelines. Shared-use paths are designed for both transportation and recreation purposes and are used by pedestrians, bicyclists and other users. These guidelines include technical provisions for making newly constructed and altered shared-use paths covered by the Americans with Disabilities Act of 1990 (ADA) and the Architectural Barriers Act of 1968 accessible to persons with disabilities in all areas for maximum accessibility for hikers and bicyclists of all levels.

1.2 CEQA Lead Agency and Land Use Approval

The City of Carpinteria has authority to act as the Lead Agency for the proposed project in accordance with CEQA Guidelines §15050 - 15051 and is responsible for preparing this Mitigated Negative Declaration which provides documentation of the factual basis for the finding that the project will not have a significant effect on the environment.

1.3 Other Public Agencies Whose Review and/or Approval May Be Required

This document is also intended to be used by Responsible and Trustee agencies with permit or approval authority over the project. The following agencies have been identified by the City as having permit or approval authority over a portion of the project:

- County of Santa Barbara – for discretionary oversight and approval of the trail sections located within the County’s jurisdiction, including at Rincon Beach County Park.
- Caltrans District 5 – for permit authority and easement acquisition for portions of the trail located within Highway 101 right-of-way.
- Santa Barbara County Air Pollution Control District – for construction emissions associated with earthmoving activities.

1.4 Public Review Process

In accordance with CEQA, the City has provided a Notice of Intent to Adopt a Negative Declaration to the public, Responsible agencies, Trustee agencies and the Santa Barbara County Clerk's Office. Comments can be submitted on the MND in writing before the end of the comment period or at the Planning Commission meeting on its potential adoption.

In reviewing the MND, affected agencies and interested public should focus on the adequacy of the information provided in identifying environmental impacts of the project.

A 30-day review and comment period will be established in accordance with §15105(b) of the CEQA Guidelines. The public review date will commence on June 7, 2012 and run until July 9, 2012 at 5:00 p.m. The City of Carpinteria will hold an Environmental Review Committee meeting on June 27, 2012 at 4:00 p.m. in the Council Chambers at City Hall.

Following the close of the public comment period, the City will consider this MND, as well as comments provided by agencies and interested parties, in determining whether to approve the project.

Section 2: Project Description

2.1 Introduction

The City of Carpinteria is situated along the California coast where the Santa Ynez Mountains meet the Pacific Ocean. California State Highway 150 (Highway 150), United States Highway 101 (Highway 101), and the coastal railroad all intersect in the southeastern entrance to the Carpinteria Valley. The existing transportation infrastructure improvements at this location have not included planning or installation of a needed Class I bicycle route or pedestrian trail linking the urban area of the City of Carpinteria with the coastal resources of the County and State Beach Parks at Rincon Point. The proposed Carpinteria Rincon Trail will provide an important connection in this area.

Access between the City of Carpinteria and Rincon Beach County Park has primarily been provided by Highway 101, though the distance between the two destinations is less than one mile. The use of Highway 101 requires a motor vehicle or a bicycle to travel along the highway shoulder. Many bicyclists and pedestrians use the railroad as an alternative route, as evidenced by the unsanctioned trail that is present along the railroad tracks connecting the City of Carpinteria and Carpinteria State Beach Park with Rincon Beach County Park. Use of the railroad corridor, however, presents a public access and safety concern equal to or greater than travel along the highway shoulder.

The proposed Carpinteria Rincon Trail would extend from the eastern end of Carpinteria Avenue in the City of Carpinteria to Rincon Beach County Park in Santa Barbara County. The new, shared-use trail would eliminate the existing public safety and access concerns, as well as provide a strategic addition to Carpinteria's Coastal Vista Trail that upon completion will connect Padaro Lane to the west and Rincon Beach County Park to the east. In addition to providing critical improvements in public safety, the completion of this trail segment would provide improved public coastal access and recreation opportunities, and enhancement of non-vehicular travel alternatives to the region's significant coastal resources. Regional vicinity and project site location is presented in Figures 1 and 2, respectively.

2.2 Purpose and Need

Public Safety

Due to the lack of a direct, non-vehicular access corridor, the most traveled route to hike or bike to Rincon Beach County Park from the City of Carpinteria is along the railroad corridor, which presents a known safety risk. The railroad corridor in the City of Carpinteria is a major north-south rail route with freight and passenger trains running frequently each day. Recent projections in railroad use indicate the frequency of trains will almost double by 2020 (City of Carpinteria 2009b). The continuous rail tracks that the UPRR recently installed are quieter than previous segmented rail track, thereby increasing safety hazards as rapidly approaching trains may not be audible. Despite safety concerns, it is common to see individuals and groups walking and biking along the tracks from the City to Rincon Beach County Park or points in between. Many trail users are carrying

surfboards and day packs, making them vulnerable to the speed of oncoming trains. From 2005 to 2008, the Federal Railroad Administration Office of Safety records indicate that there were 14 rail incidents in Santa Barbara County (nine deaths and five injuries) (City of Carpinteria 2009b). Unfortunately, within the Carpinteria community, four rail deaths occurred from 2004 to 2009 (City of Carpinteria 2009a).

Local Environment Enhancement

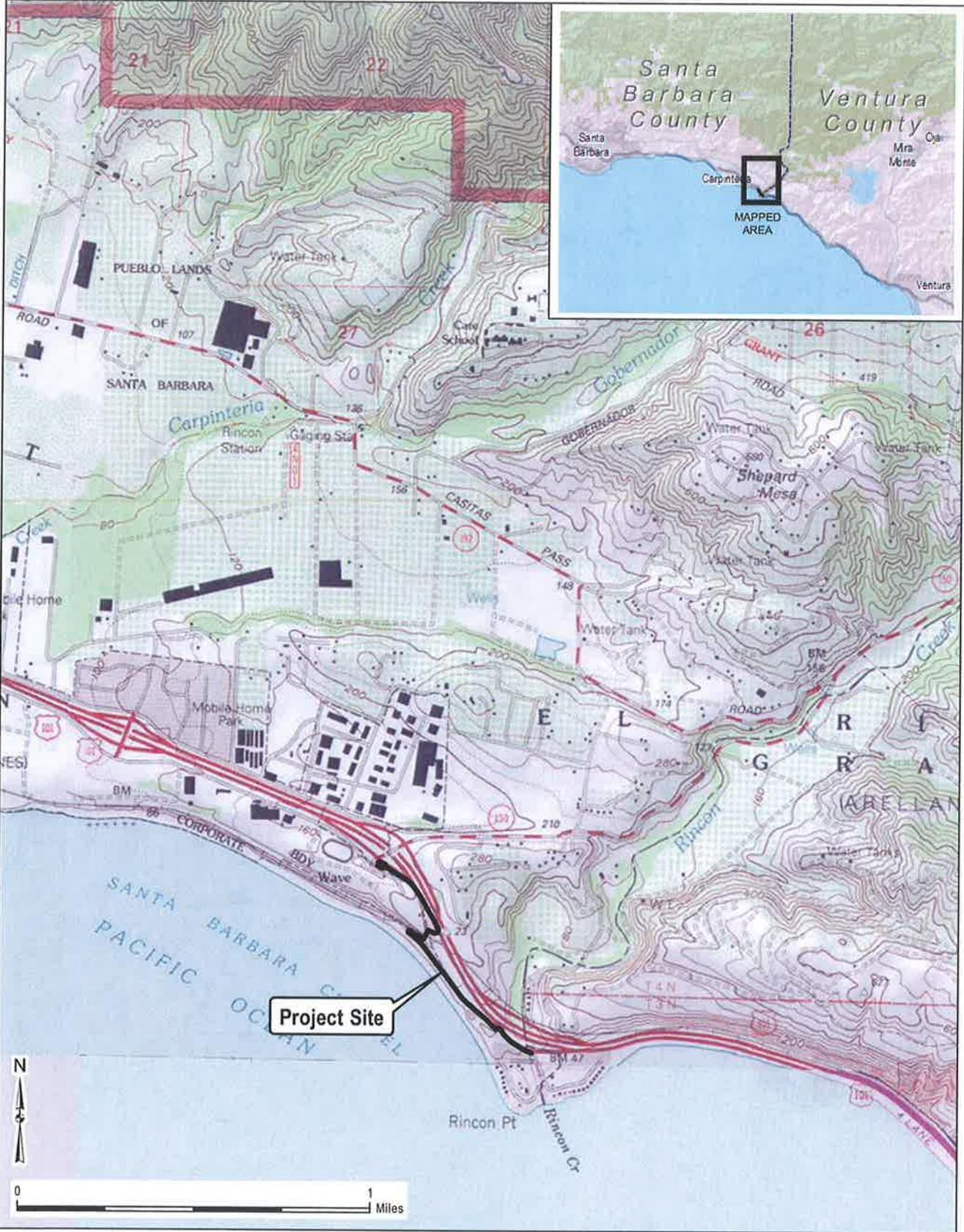
Bicycling and walking are cost effective, energy efficient and provide an alternative means of travel to the use of motorized vehicles. The City of Carpinteria's mild Mediterranean climate coupled with its scenic coastal bluffs provide a favorable environment for bicycling and walking year-round. Bicycles also provide easy mobility for residents and tourists, and the proposed trail would offer a direct, safe and efficient access route to Rincon Beach County Park, as well as a connection between Ventura and Santa Barbara counties.

Near the west end of the Coastal Vista Trail is the Carpinteria Bluffs Nature Preserve, which provides visitors with a unique overlook along one of the last remaining undeveloped coastal regions along the South Coast. Commonly seen from the bluffs are white-tailed kites, turkey vultures, red-tailed hawks, American kestrels, brush bunnies, bottlenose and common dolphins, California sea lions, Pacific harbor seals, California brown pelicans, western gulls and migrating gray whales (City of Carpinteria 2009a). Views of the Northern Channel Islands and Channel Islands National Marine Sanctuary are also afforded. The proposed trail provides an extension to the Carpinteria Bluffs trail system, allowing hikers and bicyclists to continue along the coastal bluffs into neighboring coastal resource areas of interest.

Recreational Opportunities

The City of Carpinteria is a popular year-round tourist attraction, with close to two million visitors per year (City of Carpinteria 2009a). The City's beach is recognized as one of the safest and cleanest beaches in Santa Barbara County. Northeast of the City beach is the Carpinteria Salt Marsh, which is one of the few remaining healthy coastal wetland systems in California, and the adjacent Nature Park is a well-used interpretive and hiking area. East of the City beach is Carpinteria State Beach Park, one of California's most popular camping and recreation areas.

Within the State Beach Park, Carpinteria Creek flows to the ocean. This creek is currently the focus of an ongoing and increasingly successful steelhead restoration effort. East of the State Beach, the coastal bluffs begin where the Casitas Pier is located. Part of the coastal bluff is also located within the Carpinteria Bluffs Nature Preserve. Located just east of the Casitas Pier is the Pacific Harbor Seal Sanctuary, a natural haul out and seasonal pupping rookery where over 500 of these pinnipeds have been observed on shore at once (City of Carpinteria 2009a).



SOURCE: USGS 1:24,000 Topological Survey

FIGURE 1
Regional Location
 Carpinteria Rincon Trail MND



AERIAL SOURCE: CIRGIS 2010
ENGINEERING SOURCE: Dudek 2010

FIGURE 2
Project Vicinity

Carpinteria Rincon Trail MND

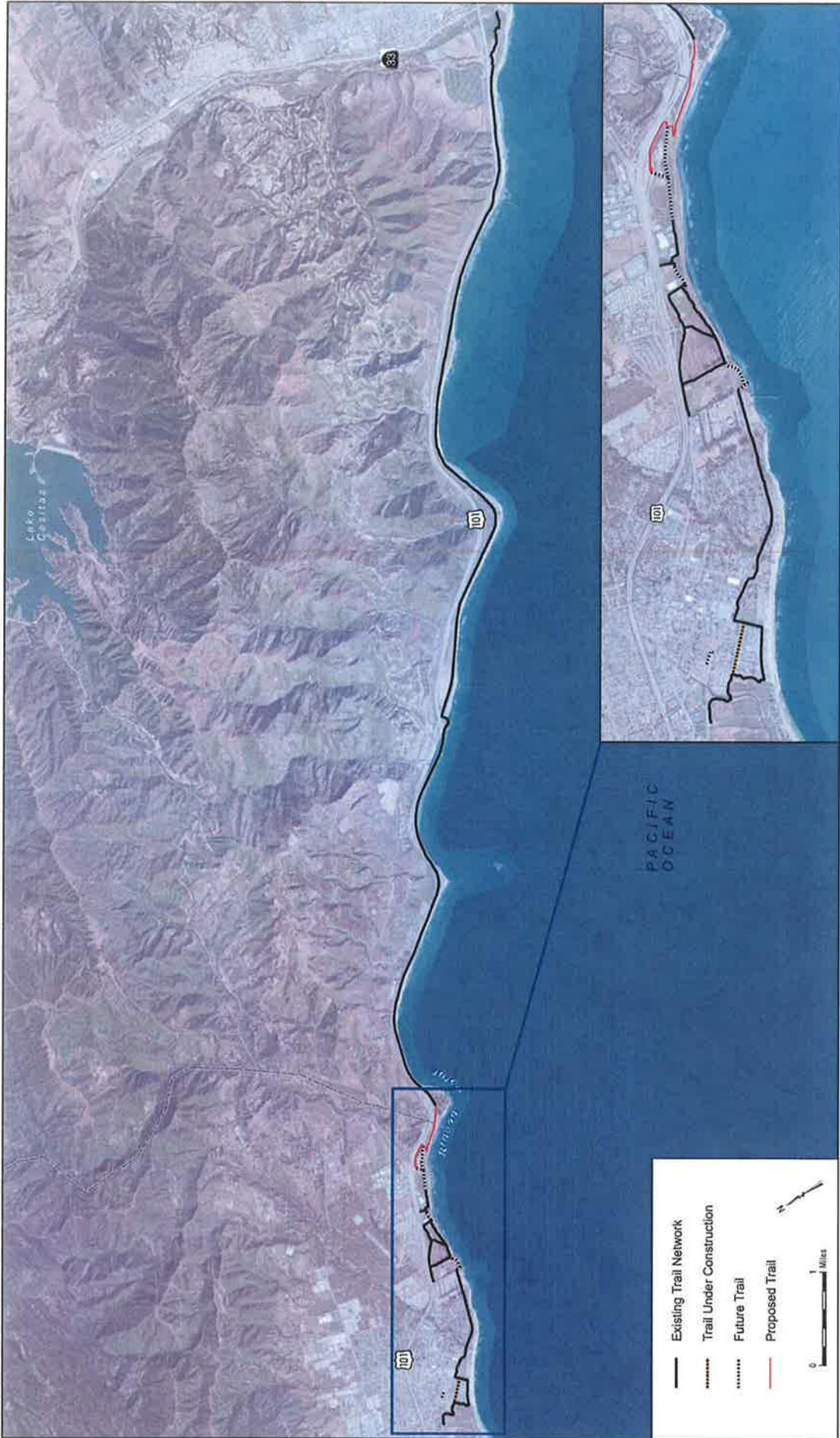
Offshore, the Channel Islands National Marine Sanctuary and Channel Islands National Park provide additional recreation opportunities. The City aims to complete the Carpinteria Coastal Vista Trail for the recreational use of the surrounding communities and to provide public access and connections to these natural places.

The proposed Carpinteria Rincon Trail segment would help close a gap in the California Coastal Trail at a critical location. The segment would link the Carpinteria Bluffs Nature Preserve and Rincon Beach County Park, and would also extend the Pacific Coast Bikeway, thereby improving recreation opportunities along the South Coast. Eventually, upon completion of other segments, the Carpinteria Coastal Vista Trail will connect Carpinteria State Beach Park and the Carpinteria Salt Marsh Preserve, west of the City. The Pacific Coast Bikeway currently extends east to Seaside and eventually to Ventura's Seaside Wilderness Park and Emma Wood State Park. From Emma Wood State Park, cyclists and pedestrians can join the California Coastal Trail to the Ventura County Fairgrounds and the City of Ventura waterfront. Figure 3 presents the proposed Carpinteria Rincon Trail segment in context of the Carpinteria Coastal Vista Trail.

2.3 Objectives

The proposed trail was identified by the City to meet a critical safety and public access need. Objectives of the proposed project include:

- Improve pedestrian and bicyclist safety by providing an alternative to using the railway corridor and/or the Highway 101 shoulder.
- Reduce the use of motorized vehicles in Carpinteria's coastal areas.
- Improve the local coastal bluff environment through improved water quality and reduced air pollution.
- Provide new coastal access and coastal tourism opportunities in the City of Carpinteria and Santa Barbara County.
- Complete a critical link in the California Coastal Trail.



AERIAL SOURCE: BING 2011

FIGURE 3
Existing Trail Network
 Carpinteria Rincón Trail MND

2.4 Location

The project is located on lands within the jurisdiction of the City of Carpinteria and the County of Santa Barbara. Carpinteria is a quaint seaside town located about 12 miles east of Santa Barbara near the intersection of Highway 150 and Highway 101 and near the Ventura County line.

The proposed trail would provide a dedicated connection from Carpinteria Avenue to the Ventura County line through Rincon Beach County Park. The trail would begin at a proposed parking area at the eastern terminus of Carpinteria Avenue, near the Highway 101 southbound on-ramp at Highway 150. From there it would travel southeast above Highway 101 on a terrace towards Rincon Point until it turns to the west and descends to cross over the UPRR tracks via a proposed 130-foot span prefabricated bridge. After the railroad crossing, the trail turns to the southwest before switching back east, then continuing southeast along the Rincon Beach coastal terrace until it reaches the western end of the Rincon Beach County Park parking lot. At this point, the trail would continue along the northern edge of the Rincon Beach County Park parking lot to Bates Road, near the Highway 101 southbound off-ramp, and ultimately to the bicycle and pedestrian trail currently being constructed along the length of Highway 101 to the community of Mussel Shoals.

2.5 Surrounding Land Uses and Environmental Setting

Carpinteria and its surrounding areas contain important natural resources, including outstanding beaches, the Carpinteria Salt Marsh Preserve, Carpinteria Reef, a Pacific harbor seal sanctuary, and coastal bluff, foothill and creek habitats supporting numerous plant communities and wildlife species.

Highway 101 is located to the north of the proposed trail alignment, the Pacific Ocean is located to the south below the Carpinteria bluffs; the UPRR rail corridor bisects the central portion of the trail alignment. Currently undeveloped bluff open space designated for visitor-serving commercial use (City of Carpinteria 2003) is located adjacent the western terminus of the trail and proposed parking lot on Carpinteria Avenue, with the Rincon Point residential community located adjacent the eastern terminus of the trail. Surrounding land uses are shown in Figure 2.

The majority of the proposed trail route is located along and above Highway 101 and old terraced road and rail cuts on the adjacent hillside. Most of the area has been mechanically manipulated over the years. A small unsanctioned trail exists in some areas of the proposed trail, including the portion of the proposed trail from the railroad crossing to the Rincon Beach County Park parking lot. At both ends of the trail are pre-existing parking areas; Rincon Beach County Park has a paved lot and at Carpinteria Avenue there is an existing dirt lot, which would be improved with permeable paving as part of the proposed project.

The first portion of the trail, from the eastern terminus of Carpinteria Avenue to the UPRR corridor, traverses an engineered slope, cut during construction of Highway 101. The trail would cross the UPRR tracks in an area that consists of engineered slopes cut during construction of the railroad corridor. The second portion of the trail, from the UPRR crossing to the western end of Rincon

Beach County Park, follows an existing informal trail on an existing cut bench that was abandoned by the railroad in the early 1970s. The trail route is flat in this area and its surface is mostly dirt; however, some original asphalt paving associated with the previous rail use remains in some areas. Most of the third portion of the trail that is located along the northern edge of the Rincon Beach County Park parking lot to Bates Road has been impacted by previous grading associated with construction of that parking lot. A few abandoned underground utilities exist in or nearby the proposed route.

2.6 Project Description

The proposed project consists of a 12-foot wide and approximately 5,000-foot long shared-use trail that would provide safe access for bicyclists and pedestrians traveling from Carpinteria Avenue in the City of Carpinteria to Rincon Beach County Park in Santa Barbara County at the Ventura County line. The trail alignment and proposed parking lot is illustrated in Figure 3. Consistent with the project engineering plans, Figure 4 identifies nine trail sections to provide plan and profile details, which are referenced herein. A complete set of project plans is provided in Appendix A (City of Carpinteria 2008). Figure 5 documents existing visual conditions along the trail route.

The project would include enhancement of a permeable paving parking lot that would provide access to a 12-foot wide trail composed of concrete or decomposed granite. From the proposed parking lot at the western end, the first four trail sections (i.e., sections C-01 through C-04) would be concrete as is the first 300 feet of trail south of the pedestrian bridge crossing the railroad tracks. The remaining portion of the trail from near the pedestrian bridge to the eastern trail end (i.e., sections C-05 through C-09) would consist of decomposed granite. The trail width would be wide enough for bicyclists and hikers to easily ride and walk side-by-side, and pass others headed in the opposite direction. The 12-foot trail would also accommodate emergency vehicle access to the project area. The maximum slope of the trail would be approximately 7% to 10% to ensure accessibility and user safety. A bridge is proposed to provide safe crossing for trail users over the railway and to reduce the risk of accidents or fatalities associated with unsanctioned rail crossings. Additionally, the project would feature native plantings and a 5,000-gallon storm water cistern to be used for irrigation during dry summer months.



Carpinteria Rincon Trail Project

Section Markers

0 500 Feet

North Arrow

AERIAL SOURCE CIRGIS 2010
 ENGINEERING SOURCE DUDEN 2010

FIGURE 4
Site Plan
 Carpinteria Rincon Trail MND



Carpinteria Rincón Trail Project

— Section Markers

0 500 Feet

North Arrow

AERIAL SOURCE: CIRGIS 2010
 ENGINEERING SOURCE: Duder 2010

FIGURE 5
 Site Photos
 Carpinteria Rincón Trail.MXD

Figure 5 Site Photos



Photo 1. From the bluff top south of sections C-01 and C-02, looking southeast towards the project area, with Rincon Point and Highway U.S. 101 in the background.



Photo 2. From Highway U.S. 101 Southbound on-ramp, looking southeast towards sections C-01 and C-02.

Sources:

Photos 1 through 6: Dudek 2011; Photos 7 & 8: Roberts 2010

Figure 5 Site Photos

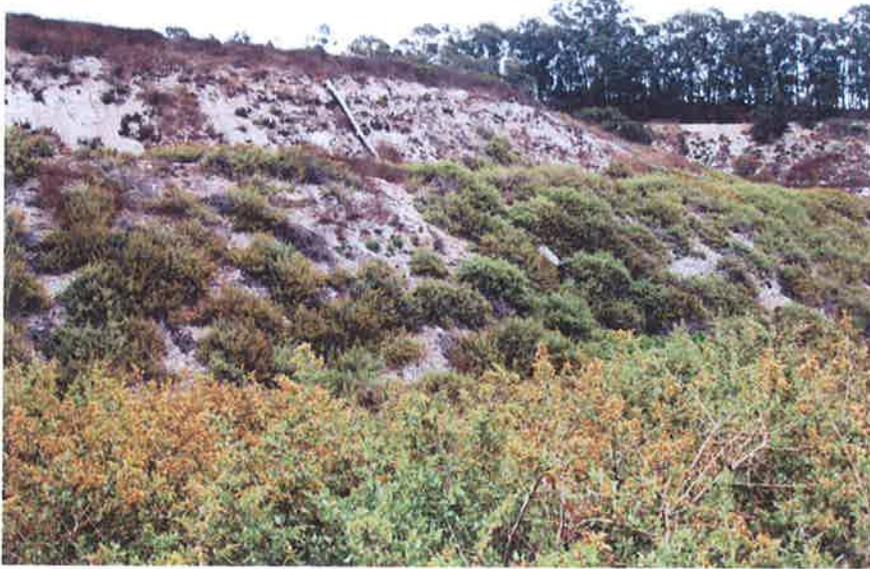


Photo 3. From section C-04, looking north towards the bluff and existing cuts south of sections C-02 and C-03.



Photo 4. From the UPRR in section C-04, looking east towards Highway U.S. 101 and the proposed location of the pedestrian bridge.

Sources:

Photos 1 through 6: Dudek 2011; Photos 7 & 8: Roberts 2010

Figure 5 Site Photos



Photo 5. From section C-07, looking west towards section C-06.



Photo 6. From Rincon Beach County Park Parking lot near the border of section C-07 and C-08, looking east towards section C-08.

Sources:

Photos 1 through 6: Dudek 2011; Photos 7 & 8: Roberts 2010

Figure 5 Site Photos



Photo 7. From the Pacific Ocean, looking north at sections C-04, C-05 and C-06.



Photo 8. From the Pacific Ocean, looking north at sections C-05, C-06 and C-07.

Sources:

Photos 1 through 6: Dudek 2011; Photos 7 & 8: Roberts 2010

The proposed bridge would consist of a two-piece, prefabricated steel truss-box pedestrian bridge superstructure that would measure 10 feet in width and 130 feet in length, and would weigh approximately 80,000 pounds. In accordance with UPRR requirements, the lowest member of the pedestrian bridge would be at the same height as the nearby Highway 101 deck to allow for safe clearance of trains below. The bridge includes a vinyl coated chain link fence with two-inch openings to the top and sides of the bridge, as required by UPRR. The bridge could accommodate up to an 8,000 pound vehicle or 85 pounds per square foot live load and is designed in accordance with the American Institute of Steel Construction engineering standards. Bridge decking would be made with Ipe wood or a composite decking material. Ipe wood is a very dense and tightly grained wood that is naturally resistant to rot and decay. Either material would be shop-installed prior to delivery.

Security fencing and/or railings would be provided along portions of the trail for safety and route guidance, and would also inhibit users from deviating off the designated path to ensure protection of adjacent native restoration plantings. The proposed fencing would be either three-rail post and rail with a concrete base, chain link or other design of similar dimensions consistent with trail fencing in the community. A fence may be required along one or both sides of the trail depending on the characteristics of that segment's location, such as adjacency to bluff or slope features. For sections C-01, C-02 and C-03, a safety rail meeting standard Caltrans requirements would be installed on the north side of the trail to separate users from the highway below. As mentioned above, the bridge crossing located in section C-04 would be encased with a chain link fence and a safety rail would be provided along both sides of the trail that lead up to the bridge. Along the section C-04 trail switchback, sections C-05, C-06, and the majority of section C-07, a three-rail post and rail and/or chain link fence approximately 42 inches in height would be installed on the south, or ocean, side. A white stripe would be painted on the south side of the trail from the existing paved parking lot in section C-07 to where it bends northward around an existing transformer in section C-08 to separate trail use from the existing Rincon Beach County Park parking lot. A fence would be installed on the north side of the trail from the bend in section C-08 to the eastern terminus of the trail in section C-09.

A concrete "v" trench gutter would be constructed along the south side of the trail in sections C-01 through C-03 to capture and convey storm water runoff to a 5,000-gallon cistern. As the trail would have a more moderate downhill slope in these sections, gravity would provide momentum for water movement; therefore, pumps would not be required to move the water. The water would be collected in an above-ground galvanized steel cistern located to the west of the trail as it curves southward in section C-03.

The existing box culvert and depression located in section C-05 under the trail route would be modified to an 18-inch pipe culvert and backfilled as part of proposed trail improvements, with additional fill placed north and south of the trail. Filling of another existing depression located to the south of the trail and within the bluff below (section C-04) would also occur.

Vehicle parking at the trailhead on the western end would be provided via the existing lot on Carpinteria Avenue. Visitors traveling both northbound and southbound on Highway 101 would access Carpinteria Avenue from exit 84 for Highway 150 towards Ojai/Lake Casitas. Carpinteria Avenue is paved for approximately one-tenth of a mile past the proposed parking lot. The Rincon Beach County Park parking lot is also accessible from Via Real to the east. Exit 83 for Bates Road off of Highway 101 provides access to South Via Real. Parking facilities and other park amenities are currently provided at Rincon Beach County Park; as such, no additional amenities are proposed in that location.

The proposed Carpinteria Avenue trailhead parking lot at the western terminus of the proposed trail would be approximately 90 feet in length and 60 feet in width with paved hammerhead areas around 40 feet on the base and 10 feet on the short side, on the west and east end of the parking lot for vehicle maneuvering. The parking lot would provide approximately 13 standard parking spaces, one motorcycle parking space, one space for larger sized vehicles and one ADA accessible parking space. Bicycle park and lock facilities (i.e., bike racks) would be provided. Screening trees, such as Coast live oak (*Quercus agrifolia*) and Island oak (*Quercus tomentella*) and/or coastal sage scrub would be planted along the parking lot perimeter. A sign providing a map of the trail and trail rules would be placed in the parking lot at this end of the trail. Additional wayfinding signs would be provided along the trail and up to four interpretive nature signs to illustrate surrounding biology, local geography and history of the area would also be provided.

The proposed 12-foot concrete trail leading from the western parking lot would be able to accommodate emergency and maintenance vehicle access. To provide for vehicle turn-around, the trail would be extended approximately 50 feet to the west of the bridge along the existing terrace located in section C-04, and north of the proposed bridge span near the storm water cistern. Vehicle access would allow for authorized maintenance and trail inspection services. This trail extension would consist of decomposed granite and would also serve as a scenic overlook and temporary place for rest; an interpretive sign identifying the Channel Islands would be installed at this location. This scenic overlook would highlight the expansive views of the Pacific Ocean, the local coastline and the Northern Channel Islands in the Santa Barbara Channel.

Lighting would be provided in the parking lot for security and safety. Solar powered pole lighting is proposed to allow pedestrians enough light to use the parking lot when it is dark. Each pole would have a 3,000 degree Kelvin color temperature LED (light-emitting diode) light bulb. Up to six poles and an integral high-quality solar panel with a built-in photocell for automatic dusk-to-dawn operation are proposed. The poles would be ground mounted and measure approximately 14 feet in height. The LED lamps would be positioned to cast light downward and onto the ground surface only and are “night-sky friendly,” meaning no offsite light or glare would emit outside of the immediate downward range to avoid adverse effects on proximate nighttime views. The length of time for night illumination is estimated and subject to various factors including geographic location, season and weather conditions.

Vegetation and landscaping would consist of native trees and low-lying, native shrubs and groundcover. Vegetation that would be removed along the immediate side of the trail for grading and improvements would be restored. Existing plant species in the project area that would have the potential to be restored include quail bush (*Atriplex lentiformis*), California sagebrush (*Artemisia californica*), California bush sunflower (*Encelia californica*) and lemonade berry (*Rhus integrifolia*).

Fire hydrants are currently provided at Rincon Beach County Park; no additional fire hydrants would be provided along the proposed trail. In the event of a wildfire, Carpinteria-Summerland Fire Protection District crews could access the trail from the west via the proposed concrete trail or from the east via Rincon Beach County Park parking lot. Restrooms are also available at Rincon Beach County Park, which would serve users of the proposed trail as no additional restrooms would be provided along the approximately one mile trail.

Construction

The shared-use trail would be 12 feet in width, with an additional one to two feet on each side for the trail shoulder, fencing, v-trench or bioswale, where slope conditions allow (Van Atta Associates, Inc. 2008). During construction of the trail, an additional one to four feet of area may be potentially impacted during grading for a total impact width of up to 20 feet depending on the trail location. However, much of the trail would be located on abandoned road or railway cuts or existing terraces that have been disturbed previously.

To prepare the site for trail construction, the existing ground surface would be graded to meet the proposed finished grade surface; additional material would be displaced to accommodate the six-inch thick trail surface. It is anticipated that total cut would be approximately 13,432 cubic yards and total fill would be approximately 786 cubic yards. The project would utilize existing contours, such as the rail bed, where feasible. The portion of the trail from the proposed parking lot on Carpinteria Avenue to the pedestrian bridge (i.e., sections C-01 through C-04) would require re-contouring of the existing terrace. The maximum elevation difference from the existing grade and the proposed grade of the trail is estimated to be 14 feet. Grading activities in sections C-01 and C-02 would result in the greatest amount of excess cut material. The second half of the trail, from sections C-05 to C-09, would be located on previously disturbed and relatively flat surfaces, and would require minimal grading. Please see Appendix A for the estimated grading profile.

Cut material onsite would be utilized for the necessary fill material, as feasible. Excess cut volume would be exported from the site by haul trucks and transferred to the closest receiver site. The quality of the excess graded material is anticipated to be suitable for fill material, which could be utilized by local on-going and future construction projects. Currently, there are multiple proposed and approved transportation construction projects within the project vicinity that would be potential receivers of medium grade fill. However, if at the time of project construction there is no local use for fill material, the project graded material would be transported to the closest transfer station or transported directly to the regional landfill.

It is anticipated that construction of the proposed project would commence in March 2013 and reach completion by November 2013, for a total duration of approximately eight months. Site preparation and grading of the parking lot and trail would occur first and would require the operation of a dozer and a loader. As portions of the proposed trail would generally be located on an old terrace that was cut for the previous railroad route, grading in some areas would require minimal land disturbance. The trail would be constructed using common excavation equipment such as an excavator and a crawler tractor. Removal of vegetation located within or adjacent to the proposed trail route would be conducted using a crawler tractor or similar small loader or backhoe. A haul truck would transport removed vegetation to the South Coast Recycling and Transfer Station, located at 4430 Calle Real in Santa Barbara, California, or other green waste collection facility.

Temporary fencing would be installed where necessary and would be removed after construction activity in the area is complete. Permanent safety rails and fencing would consist of wood and cement for the post and rail fences and steel for the chain link fences and would be installed using small tractors, such as a skid steer, and hand tools. Retaining walls would also be constructed where soil conditions deem necessary. Retaining walls would be composed of concrete and would require the use of a small excavator or backhoe. A small excavator would also be used to construct the proposed concrete v-trench that would guide runoff water to the proposed cistern located north of the proposed bridge. Paving of the proposed parking lot would take approximately one to three weeks and would require use of medium-sized tractors and trucks.

The proposed bridge structure would be fabricated offsite. The bridge would be delivered by truck and installed using cranes, also delivered by truck. The cranes would lift the bridge structure and place it between the trail sections graded in preparation for bridge delivery. Additional smaller pieces of equipment, including welders and concrete saws, may also be utilized to link the bridge to the trail ramps. Construction of the overhead bridge would not interfere with railroad use in accordance with UPRR requirements, and may occur at night if required by UPRR to avoid daily train operations.

Signs and lighting would be installed after completion of the trail, bridge and parking lot. Signs would be installed using a jackhammer and hand tools. Pole lighting in the parking lot and western entrance to the trail would require concrete pole foundations of approximately 48 inches deep and 18 inches wide and would be installed using a skid steer with an auger tool.

Landscaping along the proposed trail and parking lot perimeter would also occur after completion of trail and parking lot construction. Revegetation of native plants would be achieved by hydroseeding using hydroseed trucks. Container plants would also be incorporated in the landscape palette. To ensure successful establishment of plantings, the planted vegetation would be watered weekly or bi-monthly depending on the season during the first two years of project operation through use of a water truck.

Operation

The proposed trail would accommodate multiple users including bicyclists and pedestrians. With the exception of “power-driven mobility devices” for persons with disabilities and maintenance or emergency vehicles, motorized vehicles would be prohibited on the proposed trail. Due to the undulating and occasionally steep existing topography, the trail may not be in conformance with the ADA accessible design guidelines in sections of the trail that exceed the maximum slope recommendations. Steeper sections will be posted with trail signage to state maximum speeds, increase grade warnings and reminders for bicyclists to watch and slow down for pedestrians.

As with the majority of public trails in the City, access to the trail would be provided 24 hours a day, seven days a week. Trail closure would occur, however, during unsafe or emergency conditions, such as the unlikely event of a landslide or for some maintenance operations. No additional staffing for maintenance would be needed; instead, any trail needs would be accommodated by existing City of Carpinteria or County of Santa Barbara work crews.

Trash and recycling cans would be provided in the proposed parking lot on Carpinteria Avenue. Waste collection services would be provided by E. J. Harrison and Sons or other local service provider and would occur weekly. As dogs would be allowed on the proposed trail, a dog waste bag dispenser and waste receptacle would be provided at the western end of the trail near the proposed parking lot. The dispenser would be similar to those currently provided by the City of Carpinteria’s dog waste disposal bag program.

2.7 Acquisition of Right-of-Way Easements

The proposed trail route crosses several parcels of land owned by public agencies. The trail parking lot location on Carpinteria Avenue is owned by the City of Carpinteria. Heading east, the next portion of the trail, which courses down a hill parallel to the highway, is owned by the State of California as part of the Highway 101 right-of-way. From there, the proposed trail route crosses two parcels of land owned by UPRR (APN 001-010-032 and APN 001-220-048). The trail then connects to a parcel of land owned by the County of Santa Barbara as part of Rincon Beach County Park. In this area the trail would use a topographic bench that was abandoned by UPRR back in the early 1970s when the railroad was realigned as part of a highway project.

2.8 Implementation and Discretionary Approvals

The City of Carpinteria has authority to act as the Lead Agency for the proposed project in accordance with CEQA Guidelines §15050 - 15051 and is responsible for preparing this Initial Study. The purpose of the Initial Study is to determine whether the project may have significant effects on the environment. Among other things, it provides the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or negative declaration and provides documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment.

This document is also intended to be used by Responsible and Trustee agencies with permit or approval authority over the project. The following agencies have been identified by the City as having permit or approval authority over a portion of the project:

- County of Santa Barbara – for discretionary oversight and approval of the trail sections located within the County’s jurisdiction, including at Rincon Beach County Park.
- Caltrans District 5 – for permit authority and easement acquisition for portions of the trail located within Highway 101 right-of-way.
- UPRR – for approval of a railway crossing and grant of trail easement on APNs 001-010-032 and 001-220-048.
- Santa Barbara County Air Pollution Control District – for construction and/or operation emissions associated with earthmoving activities.

For determining the level of significance of potential impacts, this document uses the environmental thresholds of the City of Carpinteria and the County of Santa Barbara where the thresholds are the same or similar. Where the thresholds are different, the more stringent threshold is used. For issue areas where neither the City nor the County has an adopted threshold, the CEQA Appendix G Checklist is used as a guide to evaluate the level of significance of a particular impact.

2.9 Funding

Funding through available recreational trails grants programs, such as through California State Parks and/or the Federal Highway Administration, will likely be sought for construction of the proposed Rincon Trail. Funding could also potentially be provided by one or a combination of the following: Santa Barbara County Association of Governments, California Coastal Conservancy, Rails-to-Trails Conservancy, Federal Transportation Administration, revenue from the Measure A transportation measure, private development funds and the City of Carpinteria parks improvements funds.

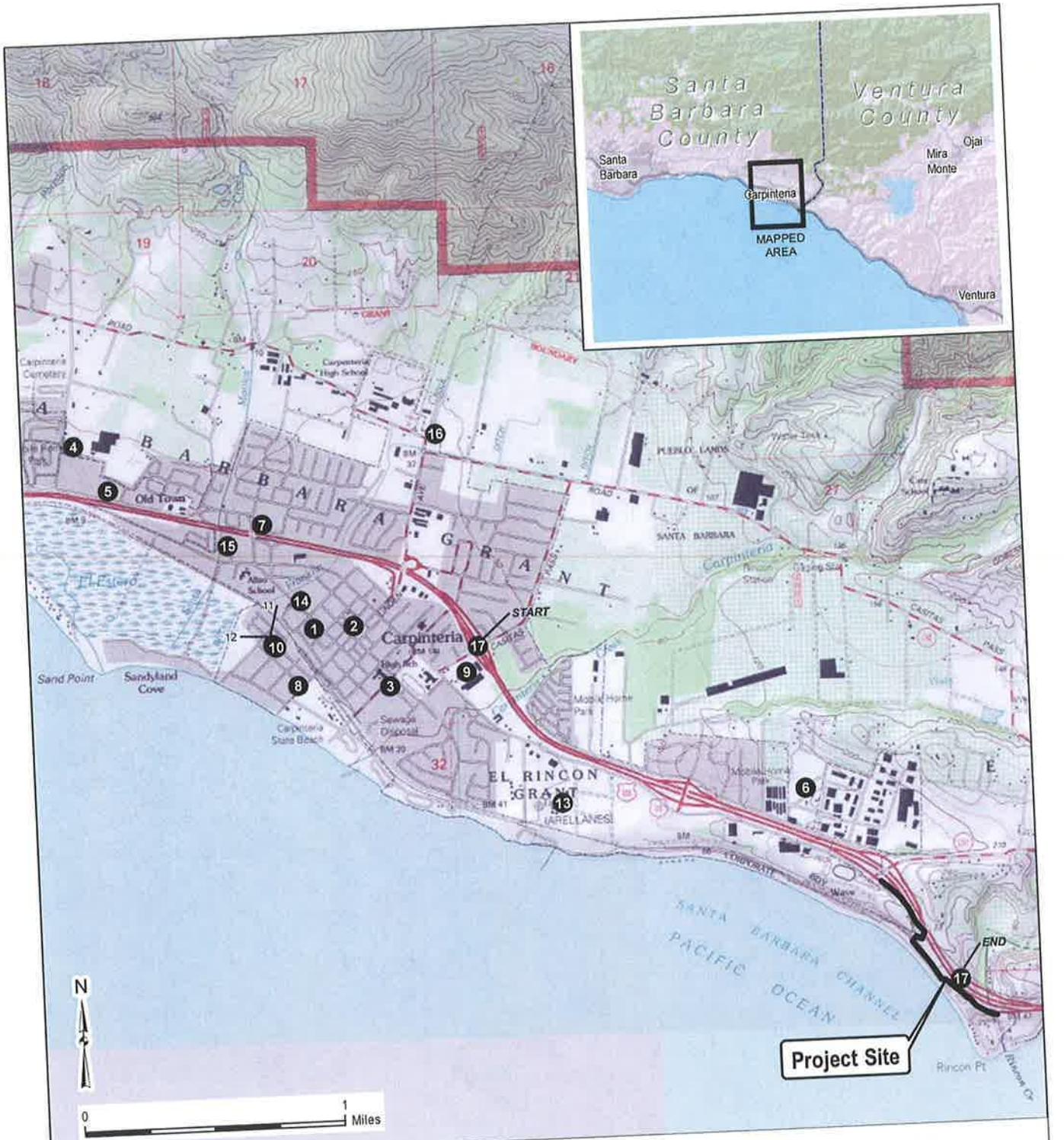
2.10 Cumulative Projects

Projects that have the potential to cause impacts at a regional scale may result in the need for a broader assessment of cumulative impacts. Analysis of cumulative impacts is provided through use of a cumulative project list consisting of projects in the City of Carpinteria (City of Carpinteria 2012) and relevant projects within the County of Santa Barbara (County of Santa Barbara 2011) in the vicinity of the proposed project. See Table 2.10-1 and Figure 6 for the cumulative projects list and map.

Table 2.10-1 Cumulative Projects

ID	Project Name	Project Location	Assessor Parcel #	Project Description	Net New Development*
City of Carpinteria					
Approved Projects					
1	Seventh Street Cottages	4863 Seventh Street	003-305-004	Construct two new units	2 DU
2	Carpinteria Valley Arts Center	885 Linden Ave	003-262-010	7,911 sq ft community arts center	6,660 SF
3	Franssen	750 Palm Avenue	003-325-001	Construct one new SFD	1 DU
4	Ellinwood/Green Heron Spring	1300 & 1326 Cravens Lane	004-013-026	Demo (E) unit, construct 30 new condos	29 DU
5	Casas de las Flores	4096 Via Real	004-013-018, -019, -020	43 apartments and community center	42 units and 4,200 SF
6	Lagunitas Mixed Use	6380 Via Real	001-190-017	37 SFDs/36 Condos/85,000 sq ft office	73 DU 85,000 SF
7	Dahlia Court Expansion	1300 Dahlia Court	003-590-042, -051, -052	33 (N) apartments and 4,347 sq. ft. community center	33 DU
8	Islands Apartments Remodel	261 Linden Avenue	003-483-007	Remodel (E) Apt complex, reduce units from 8 to 5	-3 DU
9	Albertsons Expansion	1012 Casitas Pass Road	001-070-063	20,000 sq ft expansion into (E) building	n/a
10	Dorrance Way Group SFD	329 Holly Avenue	003-436-021	1,640 sq ft SFD	1 DU
11	Dorrance Way Group SFD	4775 Dorrance Way	003-436-022	1,930 sq ft SFD	1 DU
12	Dorrance Way Group SFD	4765 Dorrance Way	003-436-023	1,566 sq ft SFD	1 DU
Proposed Projects					
13	Paredon Project - Venoco	5731 Carpinteria Ave.	001-170-014	Extended Reach Oil & Gas Development	n/a
14	Gobuty Condominiums	4716 Seventh Street	003-301-020	Construct two new units, subdivide for condos	2 DU
15	Martinez Apartments	1055 Cramer Road	004-036-008	Demo (E) unit, construct three new units	2 DU
16	McDonald Parcel Map	4998 Foothill Road	004-004-022	Four-way lot split	3 DU
County of Santa Barbara					
Approved Projects					
17	Caltrans High Occupancy Vehicle Lanes	From Casitas Pass Road in the City of Carpinteria, Santa Barbara County to Mobil Pier Road in Ventura County	N/A	Six miles of High Occupancy Vehicle (HOV) lanes will be added on U.S. 101 from Mobil Pier Road in Ventura County to Casitas Pass Road in the City of Carpinteria, Santa Barbara County	n/a

Source: City of Carpinteria 2012; County of Santa Barbara 2011a
 *Net new residential units or net new commercial and office square feet.
 DU = dwelling unit; SF = square feet; n/a = not applicable



- | | | | |
|----------------------------------|------------------------------|---------------------------|--|
| 1 Seventh Street Cottages | 6 Lagunitas Mixed Use | 11 Dorrance Way Group SFD | 16 McDonald Map |
| 2 Carpinteria Valley Arts Center | 7 Dahilia Court Expansion | 12 Dorrance Way Group SFD | 17 Caltrans High Occupancy Vehicle Lanes |
| 3 Franssen | 8 Islands Apartments Remodel | 13 Paredon Project-Venoco | |
| 4 Ellinwood/Green Heron Spring | 9 Albertsons Expansion | 14 Gobuty Condominiums | |
| 5 Casas De Las Flores | 10 Dorrance Way Group SFD | 15 Martinez SFDs | |

SOURCE: USGS 1:24,000 Topological Survey

FIGURE 6
Cumulative Projects
 Carpinteria Rincon Trail MND

Section 3: Impact Discussion

The City, as the CEQA Lead Agency, has prepared this environmental document to identify potentially significant environmental impacts associated with the proposed project. This Draft Mitigated Negative Declaration provides a checklist for each resource topic and supporting explanations concerning potential impacts in each resource area.

The resource topics considered in this document include:

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

3.1 AESTHETICS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Environmental Setting

Carpinteria's coastal location affords visual and recreation opportunities not available to inland communities. In addition, the City and surrounding areas are situated against the Santa Ynez Mountain range that further contributes to the aesthetic appeal of the community. The creeks that

are formed out of the hills, as well as the wetlands that they feed are valuable as visual, recreational and open space areas. Carpinteria's streams, beaches, open spaces, foothills, agricultural lands, urbanized areas, landscapes and landforms are all scenic views.

The Carpinteria bluffs provide visitors with a unique overlook along one of the few remaining undeveloped coastal bluffs of the South Coast of Santa Barbara County. Commonly seen from the bluffs are white-tailed kites, turkey vultures, red-tailed hawks, American kestrels, brush bunnies, bottlenose and common dolphins, California sea lions, Pacific harbor seals, California brown pelicans, western gulls and migrating gray whales (City of Carpinteria 2009a). Views of the Channel Islands National Marine Sanctuary and the Northern Channel Islands are also afforded.

The majority of the proposed trail route is located along abandoned roadways or old terraced road and railroad cuts, and most of the area has been mechanically manipulated over the years. The informal existing trail extending from Rincon Beach County Park has been graded flat and is currently mostly dirt, with original asphalt associated with the previous rail use remaining in some areas. The eastern portion of the proposed project site has been impacted by previous grading associated with construction of the Rincon Beach County Park parking lot.

The project traverses seven vegetation communities and areas that are developed or otherwise unvegetated. Five of the seven vegetation communities found are native scrub communities that qualify as coastal sage scrub or coastal bluff scrub. Long stretches of the proposed shared-use trail are dominated by native scrub vegetation. Between Rincon Beach County Park and the UPRR pedestrian bridge crossing, native quail bush (*Atriplex lentiformis*) dominates much of the project alignment. Additional native vegetation borders the parking lot in the county park and occupies portions of the proposed trail alignment. Between the western terminus of Carpinteria Avenue and the UPRR crossing, California sagebrush (*Artemisia californica*), coyote brush (*Baccharis pilularis*) and quail bush are the dominant plants.

Environmental Thresholds

The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers will have varying opinions and reactions to changes in a viewshed or the appearance of new development. This evaluation compares the existing visual characteristics of the project study area against the potential changes in visual characteristics that could result from implementation of the proposed project.

The City of Carpinteria and County of Santa Barbara both have adopted Guidelines for the Implementation of the California Environmental Quality Act of 1970, as Amended (1994), which provide criteria for determining the potential significance of visual impacts. Key factors in assessing the aesthetic resources of a project site include the physical attributes of the site, its relative visibility and its relative uniqueness. Four types of areas are especially important: coastal and mountain views, the urban fringe, and travel corridors. A project is considered to have a significant effect on the environment if it would alter important visual resources, obstruct public views, remove significant amounts of vegetation, substantially alter the natural character of the landscape or

involve extensive grading visible from public areas. Based on criteria contained in the City's and County's Guidelines, the proposed project would result in a significant visual impact if it would result in one or more of the following conditions:

Views

Projects that would impair public views from designated open space (public easements and right-of-way), roads or parks to significant visual landmarks or scenic vistas (Pacific Ocean, downtown skyline, mountains, waterways). To meet this significance threshold, one or more of the following conditions must apply:

- *The project would substantially impair a view through a designated public view corridor as shown in the adopted community plan, General Plan or Local Coastal Plan. Minor view blockages would not be considered to meet this condition. In order to determine whether this condition has been met, consider the level of effort required by the viewer to retain the view.*
- *The project would cause "substantial" view impairment of a public resource (such as the ocean) that is considered significant by the applicable community plan.*
- *The project exceeds the allowed height or bulk regulations and this excess caused unnecessary view impairment.*
- *The project would have a cumulative effect by opening up a new area for development, which will ultimately cause "extensive" view impairment (cumulative effects are usually considered significant for a community plan analysis, but not necessarily for individual projects). View impairment would be considered "extensive" when the overall scenic quality of a resource is changed; for example, from an essentially natural view to a largely man-made appearance.*

Neighborhood Character/Architecture

Projects that would severely contrast with the surrounding neighborhood character. To meet this significance threshold, one or more of the following conditions must apply:

- *The project exceeds the allowed height or bulk regulations and existing patterns of development in the surrounding area by a significant margin.*
- *The project would have an architectural style or use building materials in stark contrast to adjacent development, where the adjacent development follows a single or common architectural theme.*
- *The project would result in the physical loss or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in the General Plan, applicable community plan or Local Coastal Program.*

- *The project is located in a highly visible area (e.g., adjacent to an interstate highway) and would strongly contrast with the surrounding development through excessive bulk, signage or architectural projections.*
- *The project would have a cumulative effect by opening up a new area for development or changing the overall character of the area (e.g., rural to urban, single-family to multi-family).*

For this analysis, changes to existing visual conditions are not considered significant if the project-related changes would be subordinate to the existing visual environment. Only views available from public viewing locations, such as roadways, are evaluated against these significance thresholds.

Project Specific Impacts

- a) The proposed project would not have a significant adverse impact on scenic vistas. The trail is designed to take advantage of the area's scenic views and is set into the existing topography. The project would provide pedestrians and bicyclists traveling along the trail expansive views of the Pacific Ocean, the local coastline and the Northern Channel Islands in the Santa Barbara Channel, thereby resulting in a beneficial impact in regard to scenic vistas. Fencing along the trail would be only the maximum height necessary to provide safety and would use materials/colors that would blend with the natural environment. ***Impacts would be less than significant.***

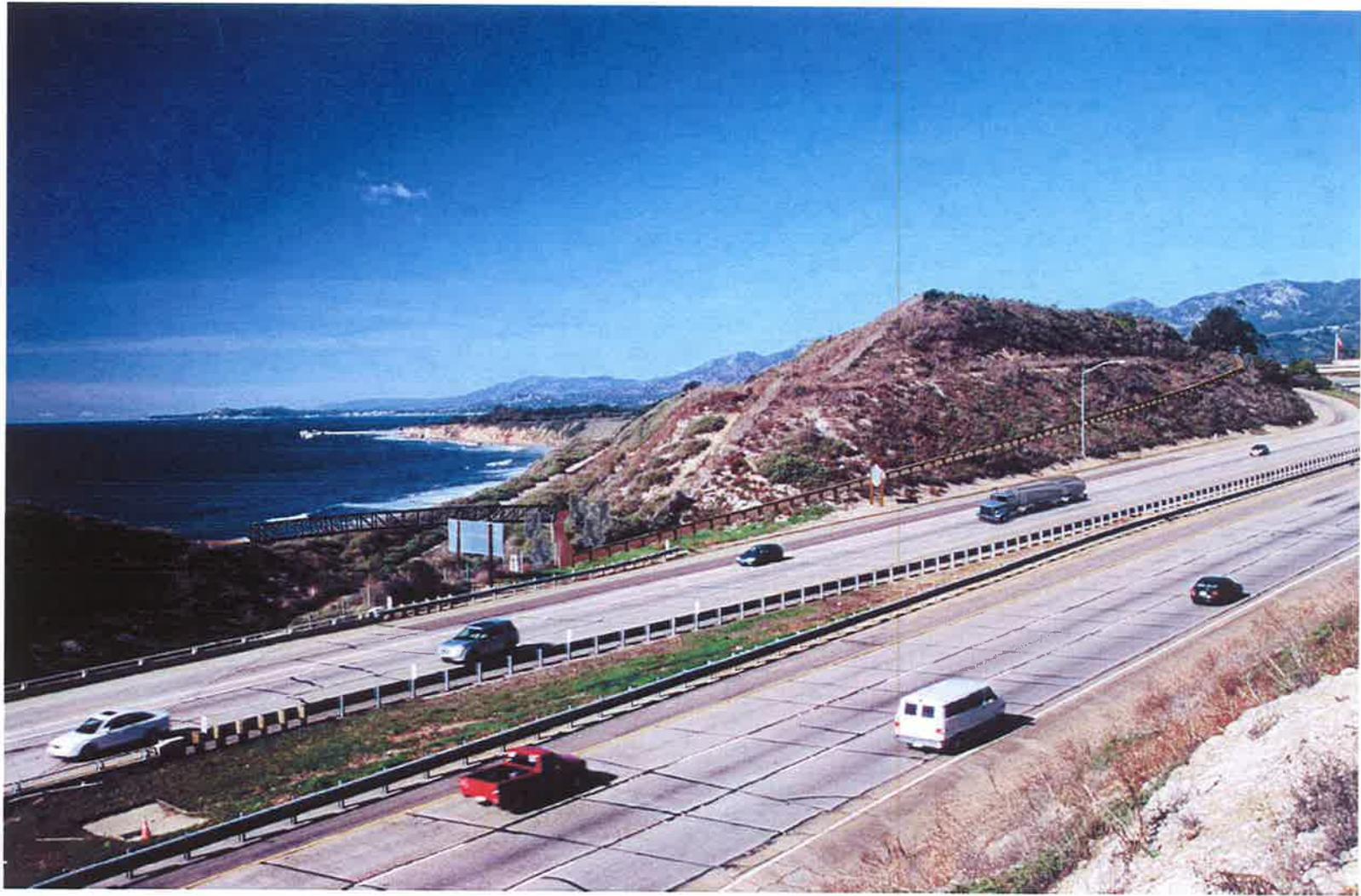


Figure 7 Visual Simulation

- b) Currently there are no officially designated scenic highways in the City of Carpinteria or within the project area located within the County of Santa Barbara. Designation of “Official Scenic Highways” is governed by Article 2.5 of the California Streets and Highways Code and pertains to State Highway Routes. Sections 263.1 and 263.6 of the California Streets and Highways Code identifies Highway 150 and Highway 101 as eligible for designation as state scenic highways (City of Carpinteria 2003). The County of Santa Barbara Scenic Highway Element (2009) indicates the entire length of Highway 101 within Santa Barbara County and Highway 150 from its junction with State Highway 101 east into Ventura County as eligible highways.

Motorists traveling along Highway 101 northbound have a brief (a few seconds) glimpse of blue water views of the Pacific Ocean between the terraced and vegetated hillsides flanking the UPRR corridor. In the distance, the ocean bluffs and Casitas Pier, as well as the mountains beyond, frame the view. Travelers headed southbound would need to glance backward over their shoulder to capture the same view. The proposed shared-use trail would be visible to travelers in both directions as it would initially traverse the highway side of the terraced hill above the Highway 101 southbound shoulder before turning northwest along the existing cut to connect with the proposed pedestrian bridge.

This view beyond the highway itself, which currently contains steeper vegetated slopes and minimal visible development, namely a chain link fence, and highway lights and signage, would now contain human-scale activity, including pedestrians and bicyclists as well as brief views of the stained concrete pathway and safety fencing, as well as the more notable pedestrian bridge spanning the UPRR corridor as indicated in the conceptual visual simulation presented in Figure 7. Although the lower deck of the bridge would be at the same height as the Highway 101 bridge over the railway corridor, the open metal truss structure would span the middle-ground view. However, these views are considered short duration and as shown in the simulation, the new trail and bridge would not substantially modify or block any significant vistas or blue water ocean views. To the extent feasible, the cistern, fencing and other man-made elements along the trail would be composed of materials and/or painted colors that would blend with the natural environment. In addition, the trail has been designed to be subordinate to the natural context and environment surrounding it and to enhance the scenic views and resources available in the area.

No designated scenic highways are located in the project’s vicinity, and no designated public view corridors in the City or County’s General Plans/Local Coastal Land Use Plans would be adversely affected by the project. There are no historic buildings within the project area and the proposed project would not remove trees that contribute to the overall aesthetic character of the project area. ***Impacts would be less than significant.***

- c) Approximately 0.95 acres of the identified vegetation communities located within the development footprint would be permanently removed, while an additional 0.66 acres would be temporarily disturbed during construction. Specifically, approximately 0.41 acres of coastal sage scrub and 0.52 acres of coastal bluff scrub would be permanently removed due to construction. An additional 0.26 acres of coastal sage scrub and 0.38 acres of coastal bluff scrub would be

removed in temporarily impacted areas. Additional plants occurring within the project alignment could be destroyed during construction or damaged from runoff and erosion caused by construction.

Temporary adverse effects during construction due to the loss of mature vegetation would occur over a limited time period as new landscaping and restoration of native plants are proposed as part of the project. The project would enhance area aesthetics by native landscape installations along the perimeter of the trail and ongoing landscape maintenance. Where feasible, the project would remove the invasive weeds along the proposed trail alignment that could suppress native plants. Native plants, once established, would live without need for supplemental water, helping to ensure their ongoing success. The project would have a potentially significant adverse impact on visual character or quality of the site and its surroundings because of the removal of mature vegetation and addition of new human-scale development. ***Impacts would be potentially significant without mitigation.***

- d) Lighting would be provided in the parking lot at the terminus of Carpinteria Avenue for security and safety. Solar powered pole lighting is proposed to allow pedestrians enough light to use the parking lot when it is dark. Each pole would have a 3,000 degree Kelvin color temperature LED light bulb(s). Up to six poles and an integral high-quality solar panel with a built-in photocell for automatic dusk-to-dawn operation are proposed. The poles would be ground-mounted and measure approximately 14 feet in height. The LED lamp would be positioned to cast light downward and onto the ground surface only and are “night-sky friendly,” meaning no offsite light or glare would emit outside of the immediate downward range to avoid adverse effects on night sky views. No new sources of glare are proposed. Given the maximum heights and wattage limitations described above, pole lighting at the proposed parking lot is not anticipated to result in adverse impacts to nighttime views. ***Impacts would be less than significant.***

Cumulative Impacts

The City of Carpinteria and County of Santa Barbara General Plans/Local Coastal Land Use Plans incorporate numerous objectives and policies that provide mitigation for the actions allowed under the Plans, including mitigation for aesthetic impacts as a result of build-out. The proposed project must be found consistent with the objectives and policies of each agency’s Plan in order to be approved. Cumulative development throughout the Carpinteria Valley within the City of Carpinteria and County of Santa Barbara would incrementally contribute to aesthetic impacts, however, with adherence to the Plans’ objectives and policies and incorporation of Mitigation Measure BIO-6, the project's contribution to cumulative aesthetic impacts would not be considerable.

Required Mitigation Measures

Mitigation Measure **BIO-6**, Coastal Scrub Restoration Plan would reduce potential impacts to the visual character and quality of the project site and surroundings to less than significant. ***Plan Requirements and Timing:*** This mitigation measure requires review and approval of a Coastal Scrub Restoration Plan prior to issuance of a grading permit. The Coastal Scrub Restoration Plan

shall outline efforts to restore or enhance coastal sage scrub and coastal bluff scrub communities in areas temporarily impacted by construction of the trail or off-site areas. **Monitoring:** Restored areas shall be monitored for five years following planting. Annual reports and the final report shall be submitted to the City and County.

Residual Impacts

Implementation of Mitigation Measure **BIO-6** Coastal Scrub Restoration Plan would reduce potentially significant visual impacts due to removal of mature vegetation to *less than significant*.

3.2 AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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"/>	<input 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"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g), timberland (as defined by Public Resources Code §4526) or timberland zoned Timberland Production (as defined by Government Code §51104(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Environmental Setting

Agricultural soil is defined as soil that is utilized or suitable for agricultural crop production. The project site and immediately adjacent lands are designated on California Department of

Conservation Important Farmland Maps as “Urban and Built-Up Land” and “Other Land” (CDC 2010). The California Department of Conservation Santa Barbara County Williamson Act Lands Map designates the project area as “Urban and Built-up Land” and “Public Land Survey System” (CDC 2009). Soils within the project site have been classified as Xerorthents, cut and fill areas (USDA NRCS 2011). Xerorthents can be rock, concrete, asphalt or other debris or earthy fill and typically consist of mechanically removed and mixed soil material in cut and fill areas used primarily for highways and urban development. Soils in the project area are rated as “Not Prime Farmland” (USDA NRCS 2011).

No agricultural resources or forest land are present nor have any been thought to exist in modern times.

Environmental Thresholds

This threshold is based in part upon the State CEQA Guidelines Appendix G, the policies of the City's Local Coastal Land Use Plan and the "Criteria for Agricultural Preserves" adopted by the Santa Barbara County Board of Supervisors.

CEQA §15064 states that:

The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An ironclad definition of significant effect is not possible because the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban area may be significant in a rural area.

The following general thresholds apply to agricultural lands:

- *Development proposed on any property five acres or greater in size with a Prime Agricultural Soils designation may represent a significant environmental impact.*
- *Development proposed on any property in an Agricultural Preserve would represent a significant environmental impact.*
- *Development proposed on any property which in the past five years has been in agricultural production and which is agriculturally zoned may represent a significant environmental impact.*
- *Development of 10 or more acres of non-prime parcels may be significant due to historical use or surroundings (conversion may make adjacent agricultural land ripe for conversion).*

CEQA Appendix G states that a project will have a significant impact on the environment if it will:

- (a) *Conflict with adopted environmental plans and goals of the community where it is located.*

(b) Convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land.

Project Specific Impacts

a-e) Most of the project area has been mechanically manipulated over the years and has been subject to extensive ground disturbances associated with previous construction of roadways and railway. Further, soils within the project area are not favorable and could not support agriculture or forest land growth. No agricultural resources or forest land are present at the project site. ***No impacts to agricultural resources would occur.***

Cumulative Impacts

As the proposed project would not result in project-specific impacts to agricultural resources or forest land, it would not result in a cumulatively considerable contribution to cumulative impacts.

Required Mitigation Measures

Mitigation would not be required.

Residual Impacts

There would be no residual impact.

3.3 AIR QUALITY

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Environmental Setting

The City of Carpinteria and Santa Barbara County are located in the South Central Coast Air Basin (Basin) composed of Ventura County, Santa Barbara County and San Luis Obispo County; development activities potentially impacting the Basin are under the jurisdiction of the Santa Barbara County Air Pollution Control District (APCD). The physical and regulatory air quality setting for the Carpinteria Valley and Santa Barbara County is described in detail in the APCD's 2010 Clean Air Plan (CAP), which is incorporated by reference. The 2010 CAP is available for review at local libraries, Carpinteria City Hall and at the APCD office at 260 N. San Antonio Road, Suite A, Santa Barbara or on their website at: www.sbcapcd.org.

Air Quality Standards and Attainment Status. Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards or criteria for outdoor concentrations to protect public health. The federal and state standards have been set with an adequate margin of safety at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Criteria air pollutants include the following: ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter with an aerodynamic diameter less than or equal to 10 microns in size (PM₁₀), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns in size (PM_{2.5}) and lead. Ambient air quality is determined by comparing contaminant levels in ambient air samples to national and State standards that are set by the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB). National Ambient Air Quality Standards (NAAQS) were first established by the federal Clean Air Act of 1970. The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation; these NAAQS may not be exceeded more than once a year, except annual standards, which may never be exceeded.

California Ambient Air Quality Standards (CAAQS) were established by CARB in 1967 and are generally more restrictive than the NAAQS. They are consistent with the Clean Air Act that requires state regulations to be at least as restrictive as the federal requirements. The CAAQS provide thresholds used to determine if basin pollution levels are low enough to attain the national clean air standard. Basin air quality is considered in “attainment” if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The NAAQS and CAAQS are presented in Table 3.3-1, Ambient Air Quality Standards.

Table 3.3-1 Ambient Air Quality Standards

Pollutant	Average Time	California Standards	National Standards
O ₃	1 hour	0.09 ppm (180 µg/m ³)	—
	8 hours	0.070 ppm (137 µg/m ³)	0.075 ppm (147 µg/m ³)
NO ₂	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)
	1 hour	0.18 ppm (339 µg/m ³)	0.100 ppm (188 µg/m ³)

Pollutant	Average Time	California Standards	National Standards
CO	8 hours	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)
	1 hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)
SO ₂	24 hours	0.04 ppm (105 µg/m ³)	
	1 hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)
PM ₁₀	24 hours	50 µg/m ³	150 µg/m ³
	Annual Arithmetic Mean	20 µg/m ³	—
PM _{2.5}	24 hours	No Separate State Standard	35 µg/m ³
	Annual Arithmetic Mean	12 µg/m ³	15.0 µg/m ³

Source: CARB 2010a

ppm = parts per million by volume; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter

The attainment classifications for these criteria pollutants are outlined in Table 3.3-2, Santa Barbara County Attainment Classification.

Table 3.3-2 Santa Barbara County Attainment Classification

Pollutant	Averaging Time	State Designation/Classification	National Designation/Classification
O ₃	8 hour	Nonattainment	Attainment
	1 hour	Nonattainment	—
NO ₂	1 hour	Attainment	—
	Annual arithmetic mean	Attainment	Attainment
CO	1 hour, 8 hour	Attainment	Attainment
SO ₂	1 hour	Attainment	—
	24 hour	Attainment	Attainment
PM ₁₀	24 hour	Nonattainment	Attainment
	Annual arithmetic mean	Nonattainment	—
PM _{2.5}	24 hour	Unclassified	Attainment
	Annual arithmetic mean	Unclassified	Attainment

Source: CARB 2010b; EPA 2011

As shown in Table 3.3-2, Santa Barbara County is designated as a nonattainment area for state O₃ eight-hour standards. Santa Barbara is also designated as a nonattainment area for state PM₁₀ standards. It is an attainment area or unclassified for all other standards.

Air Quality Monitoring Data. The APCD maintains ambient air quality monitoring stations throughout the County. The closest ambient air quality monitoring station to the project site is located on Gobernador Canyon Road in Carpinteria, which measures O₃ and NO₂. The nearest station measuring CO, PM₁₀, and PM_{2.5} is the Santa Barbara monitoring station located at 700 E. Canon Perdido. The Goleta monitoring station, located at 380 N. Fairview Avenue, is the nearest station to the project site that measures SO₂. The most recent background ambient air quality data from 2008 to 2010 is presented in Table 3.3-3.

**Table 3.3-3 Ambient Air Quality Data
(parts per million (ppm) unless otherwise indicated)**

Pollutant	Averaging Time	2008	2009	2010	Most Stringent Ambient Air Quality Standard	Monitoring Station
O ₃	8-hour	0.087	0.095	0.079	0.070	Carpinteria – Gobernador Road
	1-hour	0.101	0.110	0.093	0.09	
CO	8-hour	1.69	1.57	1.07	9.0	Santa Barbara - Canon Perdido
	1-hour*	5.2	--	--	20	
SO ₂	Annual	0.000	--	--	0.030	Goleta - Fairview
	24-hour	0.001	0.001	--	0.040	
PM ₁₀	Annual	-- µg/m ³	28.2 µg/m ³	-- µg/m ³	20 µg/m ³	Santa Barbara - Canon Perdido
	24-hour	109 µg/m ³	125.9 µg/m ³	57.6 µg/m ³	50 µg/m ³	
PM _{2.5}	Annual	10.6 µg/m ³	10.0 µg/m ³	10.2 µg/m ³	12 µg/m ³	Santa Barbara - Canon Perdido
	24-hour	75.0 µg/m ³	31.8 µg/m ³	24.5 µg/m ³	35 µg/m ³	
NO ₂	Annual	0.003	0.002	0.001	0.030	Carpinteria – Gobernador Road
	1-hour	0.043	0.046	0.030	0.18	

Source: CARB 2011, *Data were taken from EPA 2009.

Notes: µg/m³ = micrograms per cubic meter; -- = there was insufficient or no data available to determine the value.

As Table 3.3-3 demonstrates, air quality within the project region is in compliance with both CAAQS and NAAQS for NO₂, CO and SO₂. Federal and state one hour and eight-hour O₃ standards were, however, exceeded during each of the last three years. The PM₁₀ levels monitored at the air monitoring stations exceeded the state 24-hour standard during 2008; the state annual PM₁₀ standard was not exceeded. PM_{2.5} levels exceeded the state and the federal 24-hour standards during 2008; the state annual PM_{2.5} standard was not exceeded.

Santa Barbara County Air Pollution Control District. The APCD Rules and Regulations establish emission limitations and control requirements for various sources, based upon their source type and magnitude of emissions. The APCD rules applicable to the proposed project may include the following:

- Rule 302 (Visible Emissions). Rule 302 prohibits emissions of visible air contaminants from any potential source of air contaminants. The rule prohibits air contaminants, other than water vapor, that are a certain level of darkness or opacity from being discharged for a combined period of more than three minutes in any one hour.
- Rule 303 (Nuisance). This rule could apply to fugitive dust emitted during proposed construction activities or odors during operation. This rule states that a person shall not discharge air contaminants from any source that can cause injury, detriment, nuisance or annoyance to any considerable number of persons, or that can endanger the comfort, repose, health or safety of any such persons or their business or property.

- Rule 311 (Sulfur Content of Fuels). The purpose of this rule is to limit the sulfur content in gaseous fuels, diesel and other liquid fuels and solid fuels for the purpose of both reducing the formation of SO_x and particulates during combustion.

Environmental Thresholds

Air quality impacts are evaluated on both a short-term and long-term basis. Short-term impacts are generally considered to occur during project construction while long-term impacts are associated with project operation.

Air quality threshold criteria are developed and applied using federal, state and local data and methodologies including computerized modeling techniques. State CEQA Guidelines Appendix G states that for air quality, a project will ordinarily have a significant effect on the environment if it will:

Violate any ambient State or Federal air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations.

In addition, the APCD has prepared criteria and thresholds for determining significance under CEQA. According to the APCD's Scope and Content of Air Quality Sections in Environmental Documents (APCD 2011a), a project would have a significant air quality effect on the environment if operation of the project would:

- *Emit (from all project sources, both stationary and mobile) more than the daily trigger for offsets or air quality impact analysis set in the APCD New Source Review Rule, for any pollutant;*
- *Emit 25 pounds per day or more of NO_x or ROC from motor vehicle trips only;*
- *Cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);*
- *Exceed the APCD health risk public notification thresholds adopted by the APCD Board for non-cancer risk;*
- *Be inconsistent with the latest adopted federal and state air quality plans for Santa Barbara County; or*
- *Expose new or existing receptors to objectionable odors.*

Due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with congested intersections are not expected to exceed the CO health related air quality standards. Therefore, CO "hotspots" analyses are not required.

Quantitative thresholds of significance are not currently in place for short-term or construction emissions; however, the APCD uses 25 tons per year for ROG or NO_x as a guideline for determining the significance of construction impacts. Under APCD Rule 202 D.16, if the combined emissions from all construction equipment used to construct a stationary source that requires an Authority to Construct permit will have the potential to exceed 25 tons of any pollutant, except CO, in a 12-month period, the owner of the stationary source shall provide offsets under the provisions of Rule 804, and shall demonstrate that no ambient air quality standard would be violated (APCD 2011a). This project is not a stationary source and this latter threshold is not applicable.

Although quantitative thresholds of significance are not currently in place for short-term emissions, CEQA requires that short-term impacts such as exhaust emissions from construction equipment and fugitive dust generation during grading be discussed in the environmental document. In the interest of public disclosure, the APCD recommends that construction-related NO_x, ROG, PM₁₀ and PM_{2.5} emissions from diesel and gasoline powered equipment, paving and other activities, be quantified.

Standard dust control measures must be implemented for any discretionary project involving earth-moving activities. Some projects have the potential for construction-related dust to cause a nuisance. Because Santa Barbara County is currently in nonattainment for the state PM₁₀ standard, dust mitigation measures are required for all discretionary construction activities (regardless of the significance of the fugitive dust impacts) based on policies within the 1979 Air Quality Attainment Plan (APCD 2011a).

Also, because diesel particulate matter is the primary airborne carcinogen in California, if the activity involves the use of diesel-powered equipment within a quarter-mile of a sensitive receptor such as a school, residence, daycare or eldercare facility, the APCD may consider the impact significant. Currently undeveloped bluff open space designated for visitor-serving commercial use (City of Carpinteria 2003) is located adjacent the western terminus of the trail and proposed parking lot, while the Rincon Point residential community is located adjacent the eastern terminus of the trail. The closest sensitive receptors to the project site are residences of the Rincon Point community. The closest residence to the proposed trail is located approximately 180 feet (55 meters) south of trail section C-09 at the eastern end of the trail. Residences within the Rincon Point community are located south of the trail for approximately 500 feet (152 meters). Highway 101 and mature trees and scrub act as a barrier between the proposed trail alignment and residences to the north. The closest residence north of Highway 101 is located approximately 0.1 miles (153 meters) north of trail section C-03; however, the average elevation of trail section C-03 is 120 feet (37 meters), while residences north of Highway 101 have an average elevation of 250 feet (76 meters). Though not considered sensitive receptors, the closest land uses to the east end of the proposed project are commercial land uses, located approximately 0.3 miles (483 meters) northeast of the proposed parking lot in section C-01.

Project Specific Impacts

- a) A project is considered consistent with regional air quality plans if it has been adequately incorporated into the Clean Air Plan (CAP) (APCD 2011b). The current applicable air quality plan is Santa Barbara County APCD's 2010 CAP. The proposed project does not include housing and would not directly or indirectly result in population growth. As such, the proposed project would not contribute to the projected City of Carpinteria or Santa Barbara County populations as estimated in the 2007 Santa Barbara County Association of Government's Regional Growth Forecast. *Accordingly, the project is considered to be consistent with the APCD 2010 CAP and impacts to air quality would be less than significant.*
- b,c) Air pollutants would be generated during the construction phase of the project due to soil disturbance, dust emissions and combustion pollutants from on-site construction equipment, as well as from personal vehicles and off-site trucks hauling construction materials. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. Fugitive dust emissions would primarily result from grading and site preparation activities. NO_x and CO emissions would primarily result from the use of construction equipment and motor vehicles.

Emissions from construction were estimated using the South Coast Air Quality Management District's California Emissions Estimator Model (CalEEMod) version 2011.1.1. For the purposes of modeling, it was assumed that construction would commence in March 2013 and would last approximately eight months, ending in October 2013. Consistent with the construction details provided in Section 2.6, Project Description, modeled construction would consist of the following phases:

- Site Preparation (Clearing and grubbing) – 3 weeks
- Grading (Grading and excavating) – 18 weeks
- Construction (Trail construction) – 9 ½ weeks
- Construction (Bridge construction) – 1 week
- Paving (Parking lot and associated parking lot improvements) – 3 weeks

The equipment mix anticipated for construction activity was based on the City of Carpinteria Parks and Recreation Department input for typical construction practices. The equipment mix is meant to represent a reasonably conservative estimate of construction activity. For the analysis, it was generally assumed that heavy construction equipment would be operating at the site for approximately eight hours per day, five days per week (22 days per month). To account for dust control measures in the calculations, it was assumed that the active sites would be watered at least three times daily, resulting in an approximately 61% reduction in dust generation to comply with APCD Rule 303 (Nuisance).

To prepare the site for trail construction, the existing ground surface would be graded to meet the proposed finished grade surface. It is anticipated that total cut would be approximately 13,432 cubic yards and total fill would be approximately 786 cubic yards. Cut material onsite would be utilized for the necessary fill material, as feasible. Excess cut volume of approximately 12,646 cubic yards would be exported from the site by haul trucks. For the purposes of this analysis, haul trucks were assumed to have a capacity of 16 cubic yards; therefore, approximately 790 haul truck round trips would be required to export excess graded material.

Estimated maximum daily construction emissions are presented in Table 3.3-4. Complete model results and additional details of the construction schedule are included in Appendix B.

**Table 3.3-4 Estimated Maximum Daily Construction Emissions
(pounds per day unmitigated)**

	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project ¹	3.67	27.83	21.40	0.03	38.41	1.48

Notes: See Appendix B for complete results.

¹ Maximum emissions of the summer and winter model results. Assumes 61% reduction per compliance with APCD Rule 303.

As shown in Table 3.3-4, maximum daily construction-generated emissions would be 3.67 pounds per day of VOC, 27.83 pounds per day NO_x, 21.40 pounds per day of CO, 0.03 pounds per day SO_x, 38.41 pounds per day PM₁₀ and 1.48 pounds per day PM_{2.5}. Maximum daily emissions associated with project construction would occur during the grading phase. Ground disturbances and equipment operation during construction activities would produce short-term PM₁₀ and PM_{2.5} emissions associated with entrained dust and vehicle emissions. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. Vehicle exhaust results from internal combustion engines used by construction equipment and vehicles, which results in emissions of PM₁₀ and PM_{2.5}, as well as NO_x, VOCs and CO.

During the grading phase, 18.59 pounds per day of NO_x would be generated on-site by off-road equipment and 9.25 pounds per day of NO_x would be generated by off-site vehicles; haul trucks would be the primary source of off-site vehicle emissions, generating 10.42 pounds per day of NO_x. Grading construction activities would generate 38.39 pounds per day of PM₁₀; off-site haul trucks would generate 37.23 pounds per day of PM₁₀. As such, haul truck emissions would result in a substantial contribution to maximum daily pollutant contributions. As emissions would occur off-site, sensitive receptors would not be exposed to NO_x and PM₁₀ emissions associated with haul trucks.

Grading of the project site could cause localized nuisance dust and minor increases in PM₁₀. Although quantitative thresholds of significance are not currently in place for short-term emissions, the project does have the potential to contribute to construction-related air quality impacts. Due to the County's non-attainment status for PM₁₀, the APCD requires that standard

dust control measures be implemented for any discretionary project involving earth-moving activities (see Mitigation Measure AQ-1).

Due to the temporary, short-term nature of construction emissions, the APCD does not apply the quantitative operational emissions thresholds of 25 pounds per day for ROC and NO_x to construction activities. *As no quantitative emissions thresholds for maximum daily construction emissions are established, the proposed project air quality impacts in relation to construction activity would be adverse, but less than significant.*

Proposed project operation would consist of maintenance activities including landscape watering, vegetation control and other trail amenity care and repair, which would involve the temporary use of a light-duty truck that would generate nominal air pollutant emissions. The proposed project would not increase population that would generate an increase in vehicle trips and associated motor vehicle emissions. Local contractors and materials would be used whenever possible, minimizing vehicle miles traveled for the project, thereby minimizing pollutant emissions. Finally, the completed project would facilitate non-motorized forms of transportation, reducing reliance on motor vehicles, thereby reducing pollutant emissions. As such, the project would not violate any air quality standard or contribute substantially to an air quality violation, nor would it exceed the APCD health risk thresholds. *Potential air quality impacts associated with operation of the proposed project would be less than significant.*

- d) Types of land uses typically associated with sensitive receptors include schools, parks and open space, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals and clinics. The project is not located near any known point source of air emissions. Emissions generated during construction of the project would be temporary. Therefore, the project would not expose sensitive receptors to a substantial pollutant concentration impact, and *impacts would be less than significant.*
- e) Odors are a form of air pollution that are most obvious to the general public. Odors can present significant problems for both the source and surrounding community. Although offensive odors seldom cause physical harm, they can be annoying and cause concern for the source and/or surrounding land uses. As described above, APCD Rule 303 (Nuisance) would also apply to odor generating sources. Potential sources that may emit odors during construction activities include diesel equipment and gasoline, though odors from these sources would be localized and generally confined to the project site. The majority of the project alignment is surrounded by open space used for recreational purposes, and land use within a transportation corridor. The closest sensitive receptor to the project site is the Rincon Point residential development. Construction of the proposed project near the residences would not require extensive grading or clearing as the trail alignment has been previously disturbed during construction of the Rincon Beach County Park parking lot. Additionally, potential odors would be temporary. The proposed project land use is not considered an odor-generating use. The existing Rincon Beach County Park provides barbeque grills, though no additional barbeque grills or other potential odor generating source is proposed as part of the trail project. Trail maintenance activities involving

the occasional use of a light-duty truck would not generate noticeable odor emissions above existing vehicles using Rincon Beach County Park or nearby Highway 101. Odors associated with equipment and trail maintenance would be temporary and generally confined to the project alignment. *Proposed project construction and operation would not cause an odor nuisance; impacts would be less than significant.*

Cumulative Impacts

Cumulative development throughout the Carpinteria Valley would incrementally increase air pollutant emissions, which could cumulatively degrade regional air quality. However, all new development within the Carpinteria Valley would be consistent with the City or County's General Plan/Local Coastal Land Use Plans; therefore, all such development would be within the projections contained in the adopted CAP. Therefore, cumulative development in the Carpinteria Valley should not hinder progress toward attainment of the County's air quality objectives and cumulative impacts are considered less than significant.

Required Mitigation Measures

As Santa Barbara County is currently in nonattainment for the state PM₁₀ standard, dust mitigation measures are required for all discretionary construction activities (regardless of the significance of the fugitive dust impacts) based on policies within the 1979 Air Quality Attainment Plan.

- AQ-1 PM₁₀ Mitigation Measures.** Dust generated by construction activities shall be kept to a minimum with a goal of retaining dust on the site. The following dust control measures shall be implemented by the contractor/builder:
- a. During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
 - b. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever winds exceed 15 miles per hour. If wind speeds increase to the point when such measures cannot prevent dust from leaving the site, construction activities shall be suspended.
 - c. Grading operations shall be suspended when wind speeds exceed 20 mph.
 - d. Gravel pads shall be installed at all access points to the project site to prevent tracking of mud onto City roadways.
 - e. Soil stockpiled for more than two days shall be covered, kept moist or treated with soil binders to prevent dust generation.

The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to City staff and the APCD and shall be posted in three locations along the proposed project site's perimeter for the duration of grading and construction activities.

Plan Requirements: All requirements shall be shown on grading and building plans.

Timing: Condition shall be adhered to throughout all grading and construction activities.

Monitoring: The City of Carpinteria Community Development Department (CDD) and County P&D shall ensure measures are on plans. CDD/P&D Grading Inspectors shall spot check and ensure compliance on-site. APCD inspectors shall respond to nuisance complaints.

AQ-2 Grading and Dust Generation. If the construction site is graded and left undeveloped for over three weeks, the applicant shall employ the following methods immediately to inhibit dust generation:

- Seeding and watering to revegetate graded areas; and/or
- Use of a water truck to moisten exposed dirt areas during grading activity.
- Any other methods deemed appropriate by Community Development.

Plan Requirements: All requirements shall be shown on grading and building plans.

Timing: Condition shall be adhered to throughout all grading and construction activities.

Monitoring: City of Carpinteria CDD and County P&D shall ensure measures are on plans. CDD/P&D Grading Inspectors shall spot check and ensure compliance on-site. APCD inspectors shall respond to nuisance complaints.

AQ-3 Equipment Exhaust. During all project grading and hauling, construction contracts must specify that construction contractors shall adhere to requirements that reduce emissions of ozone precursors and particulate emissions from diesel exhaust. The following shall apply:

- a. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- b. Diesel powered equipment should be replaced by electric equipment whenever feasible.
- c. Diesel construction equipment meeting the CARB Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

- d. Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed.
- e. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- f. All construction equipment shall be maintained in tune per the manufacturer's specifications.
- g. The engine size of construction equipment shall be the minimum practical size.
- h. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- i. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Plan Requirements: All construction emission requirements shall be shown on grading plans. **Timing:** Condition shall be adhered to throughout all grading and construction activities. **Monitoring:** City of Carpinteria CDD and County P&D shall ensure measures are on plans. Grading Inspectors shall ensure compliance on-site. APCD inspectors shall respond to nuisance complaints.

AQ-4 Diesel Fuel Vehicles. Diesel fuel emissions shall be limited. The following limitations on diesel-fueled vehicles in excess of 10,000 pounds shall apply during all construction activities:

- a. Diesel-fueled vehicles in excess of 10,000 pounds shall not idle in one location for more than five minutes at a time.
- b. Diesel-fueled vehicles in excess of 10,000 pounds shall not use diesel-fueled auxiliary power units for more than five minutes to power heater, air conditioner, or other ancillary equipment on any such vehicle.
- c. The applicant shall designate one or more locations as deemed appropriate for the posting of a notice(s) to all drivers of diesel-fueled vehicles in excess of 10,000 pounds of these limitations on vehicle idling in all areas of the property that may be frequented by such vehicles. Such signs shall be maintained in their approved location(s) throughout the construction period.

Plan Requirements: All construction emission requirements shall be shown on grading and building plans. The location and information provided on the sign(s) shall be reviewed and approved by CDD/P&D prior to issuance of grading permits. **Timing:**

Condition shall be adhered to throughout all grading and construction activities. **Monitoring:** CDD/P&D shall ensure measures are on plans and periodically conduct site inspections to ensure compliance on-site. APCD inspectors shall respond to nuisance complaints.

Residual Impacts

With incorporation of mitigation measures **AQ-1 through AQ-4** for construction-related dust control and diesel emissions, residual impacts to air quality resources would *be less than significant*.

3.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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"/>	<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, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
resources, such as a tree preservation policy or ordinance?					
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Environmental Setting

The project alignment is located largely along an area of coastal bluff east of the City of Carpinteria. A series of terraces interspersed with steep slopes along the route are evidence of extensive past grading for a former railroad bed and road cuts. The UPRR right-of-way provides an unvegetated corridor approximately 100 feet wide that divides the project alignment near the center. The eastern portion of the proposed trail is in Rincon Beach County Park, in a largely developed area where pavement and landscaping dominate. An existing unsanctioned trail lies between Rincon Beach County Park and the UPRR tracks. The western segment of the alignment partly occupies an unvegetated pull-out at the eastern terminus of Carpinteria Avenue and includes an area of disturbed ground adjacent to the pull-out.

Despite past disturbances, long stretches of the proposed route are dominated by native scrub vegetation. Between Rincon Beach County Park and the UPRR crossing along the eastern section of the proposed trail, native quail bush (*Atriplex lentiformis*) dominates much of the area. Additional native vegetation borders the parking lot in the county park and occupies portions of the proposed trail alignment. Between the eastern terminus of Carpinteria Avenue and the UPRR crossing along the western sections of the proposed trail, California sagebrush (*Artemisia californica*), coyote brush (*Baccharis pilularis*) and quail bush are the dominant plants.

Rare plant species are known to occur in the project vicinity. Specifically, two plant species considered locally rare by the Central Coast Center for Plant Conservation (CCCPC), Santa Barbara milkvetch (*Astragalus trichopodus*) and woolly seablite (*Suaeda taxifolia*), are known to occur in the immediate vicinity (Larry Ballard, pers. comm.). Woolly seablite is also considered by the California Native Plant Society (CNPS 2010) as a California Rare Plant Rank (CRPR) 4.2 species. An additional plant species, cliff aster (*Malacothrix saxatilis* var. *saxatilis*), known to occur in the area, is a CNPS CRPR 4.2 species. No special-status wildlife species are known to occur along the proposed trail alignment. However, one special-status bird species, the white-tailed kite (*Elanus leucurus*), a State fully protected (FP) species, is known to occur in the area (City of Carpinteria 2003).

Study Methods

Literature Review

An initial assessment of the biological resources along the proposed Carpinteria Rincon Trail alignment was performed by City Biologist Vince Semonsen in July 2008. This initial evaluation documented wildlife and some plant species in the general project area, and made general note of vegetation communities. However, this preliminary assessment did not provide a vegetation map or a quantitative assessment of impacts (both direct and indirect) to vegetation communities.

Prior to the field visit conducted as part of this environmental analysis, the California Natural Diversity Database (CDFG 2008) was queried for records of special-status plants and wildlife in the vicinity of the site. In addition, Carpinteria local botanist Larry Ballard was consulted for information on rare plants potentially occurring in the project vicinity, including those on the Rare Plants of Santa Barbara County list, issued by the CCCPC (Wilken 2010). For the purposes of the analysis presented herein, special-status plant species are defined as those that:

- Have been designated as either rare, threatened, or endangered by CDFG or the U.S. Fish and Wildlife Service (USFWS) and are protected under either the California Endangered Species Act (CESA) (Fish & Game Code, § 2050 et seq.) or federal Endangered Species Act (ESA) (16 U.S.C. § 1531 et seq.), or meet the CEQA definition for endangered, rare, or threatened (Cal. Code Regs., tit. 14, § 15380(b),(d));
- Are candidate species being considered or proposed for listing under these same acts; or
- Are of expressed concern to resource/regulatory agencies or local jurisdictions. This includes plants included on the CDFG Special Plants List (2011) as well as species with a California Rare Plant Ranking (CRPR) of 1 or 2 of the CNPS Inventory of Rare and Endangered Plants of California (CNPS Inventory). Plants included on the CNPS Inventory are classified as follows:
 - List 1A: plants presumed extinct in California;
 - List 1B: plants rare, threatened, or endangered in California and elsewhere;
 - List 2: plants rare, threatened, or endangered in California, but more common elsewhere.

Species of CRPR 3 or 4 may, but generally do not, qualify for protection under this provision. Species of CRPR 3 and 4 are those that require more information to determine status and plants of limited distribution.

For the purposes of the analysis presented herein, special-status wildlife species are defined as those that:

- Have been designated as either rare, threatened or endangered by CDFG or the USFWS and are protected under either the California Endangered Species Act (CESA) (Fish & Game Code, § 2050 et seq.) or federal Endangered Species Act (ESA) (16 U.S.C. § 1531 et seq.), or meet the CEQA definition for endangered, rare, or threatened (Cal. Code Regs., tit. 14, § 15380(b),(d));
- Are candidate species being considered or proposed for listing under these same acts;
- Are fully protected by the California Fish and Game Code sections 3511, 4700, 5050, or 5515;
- Are of expressed concern to resource/regulatory agencies or local jurisdictions. This includes wildlife that are considered a state Species of Special Concern or are on the CDFG Watch List.

Findings related to special-status plants and wildlife were later cross-referenced against habitat conditions, elevation and soil types to determine the potential for occurrence.

Field Survey

Dudek biologist Dave Compton conducted a general biological survey of the project area on August 31, 2011, walking the length of the proposed trail, except where it crosses the railroad right-of-way and where it borders Highway 101 on a steep slope near the end of Carpinteria Avenue. Although access to these areas by foot was limited, both areas were examined from adjacent locations.

Vegetation in an area approximately 20 feet wide and centered around the proposed trail was mapped by hand onto an 80-scale (1 inch=80 feet) aerial photo. The boundaries of all mapped communities were later digitized in ArcView to produce a map of the communities. Vegetation communities and other land cover followed the CDFG's September 2010 List of Vegetation Alliances and Associations (or Natural Communities List; NCL) (CDFG 2010), which is based on the *Manual of California Vegetation*, 2nd edition (MCV2; Sawyer, Keeler-Wolf, and Evens 2009). Vegetation communities denoted on the NCL as G1, G2 or G3 (high priority for inventory) or otherwise regulated by local, state and/or federal resource agencies will be considered to have "special status." In addition to vegetation communities ranked as G1, G2 or G3, riparian and wetland vegetation communities and oak woodland (designated G4/S4) would be considered special status. Of the seven vegetation communities and land covers (developed/disturbed habitat) described below, five are considered special status (Table 3.4-1).

In addition to vegetation community mapping, all plant species and wildlife species detected by sight, audio cues, tracks, scat or other sign were noted. Any habitat for special-status species was also noted. The locations of any special-status species observed were recorded using a Trimble GeoXT handheld Global Positioning System (GPS) unit with sub-meter accuracy. Finally, trees on or adjacent to the site were noted.

Results

A total of seven vegetation communities were recorded on the proposed trail alignment, including five native scrub communities and two non-native or disturbance-related communities. The remaining portions of the site were developed/bare (Figure 8). Large areas of the site were virtually monotypic stands of quail bush (*Atriplex lentiformis*), so relatively few plant species were recorded: 21 in all. A total of 21 wildlife species (two invertebrates, two reptiles, 15 birds, and two mammals) were either directly observed or detected based on vocal cues or observation of sign (see Appendix C-1 and C-2). One special-status plant species, woolly seablite, was observed just west of where the proposed trail crosses the railroad. This species is on the Rare Plants of Santa Barbara County (Wilken 2010) list, and is a CNPS CRPR 4.2 species. An additional rare plant species that is rare but not considered a special-status species, cliff aster (CNPS CRPR 4.2), was observed adjacent to the proposed trail near Rincon Beach County Park. No special-status wildlife species were observed. A portion of proposed trail sections C-04 and C-05 may provide habitat for the silvery legless lizard, while potential nesting habitat for Cooper’s hawk (*Accipiter cooperi*) was observed adjacent to Rincon Beach County Park. Otherwise, no habitat for special-status wildlife species was found.

Table 3.4-1 Summary of Existing Vegetation Communities and Acreages

	General Habitat	Vegetation Community	Global, State Rank	Acreage
Native Scrub Communities	Coastal Bluff Scrub	Quail Bush Scrub	G4, S4	0.88
		California Brittle Bush Scrub	G4, S3	0.03
		<i>Coastal Bluff Scrub</i>		
	Coastal Sage Scrub	California Sagebrush Scrub	G5, S5	0.17
		Coyote Brush Scrub	G5, S5	0.47
		Lemonade Berry Scrub	G3, S3	0.02
		<i>Coastal Sage Scrub</i>		0.66
Non-native Communities or Cover	Non-native Communities	Ornamental		0.03
		Disturbed land		0.08
	<i>Non-vegetated Areas</i>	Developed		0.55
		<i>Non-native Communities or Cover</i>		0.66
<i>COMBINED TOTAL</i>				2.23

Vegetation Communities

The project area includes seven vegetation communities and areas that are developed or otherwise unvegetated. Five of the seven vegetation communities found are native scrub communities that qualify as coastal sage scrub or coastal bluff scrub native plant communities that are protected under the County’s Coastal Land Use Plan (2009) and the City’s General Plan/Local Coastal Land Use Plan (2003), and are thus considered special-status communities. One of these five communities, lemonade berry scrub, is also a special-status community by virtue of its global rank (G3). These communities are described in NCL and MCV2. On-site, these communities generally occur in a somewhat disturbed condition. The other two communities discussed below are the ornamental community and the disturbed land community, which are not listed in NCL or MCV2. Finally, developed areas are characterized.

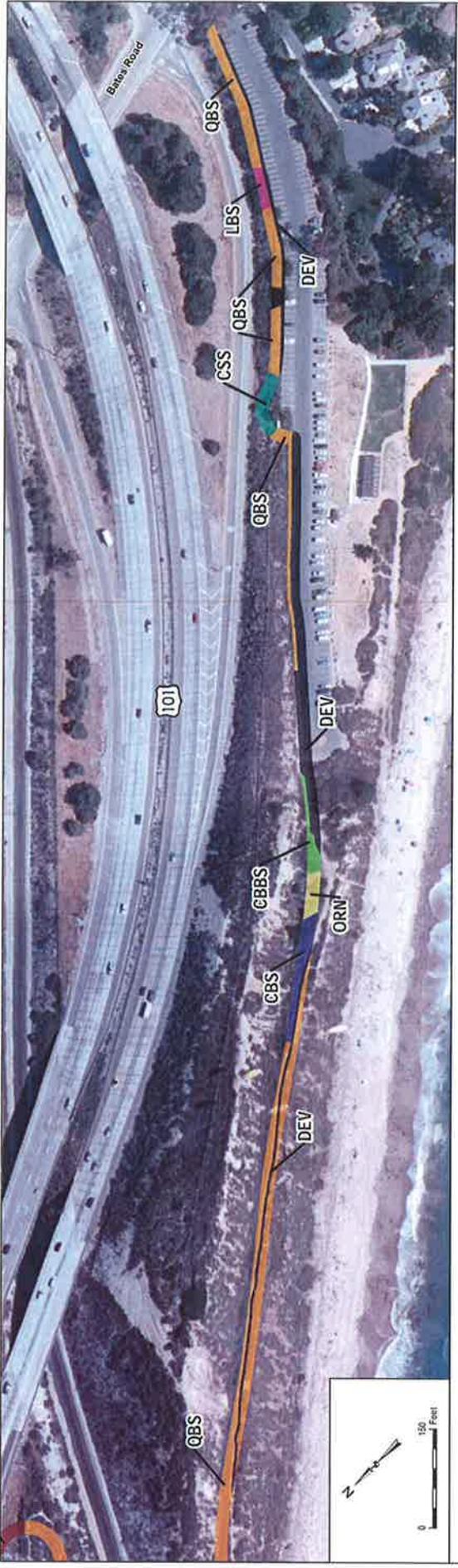
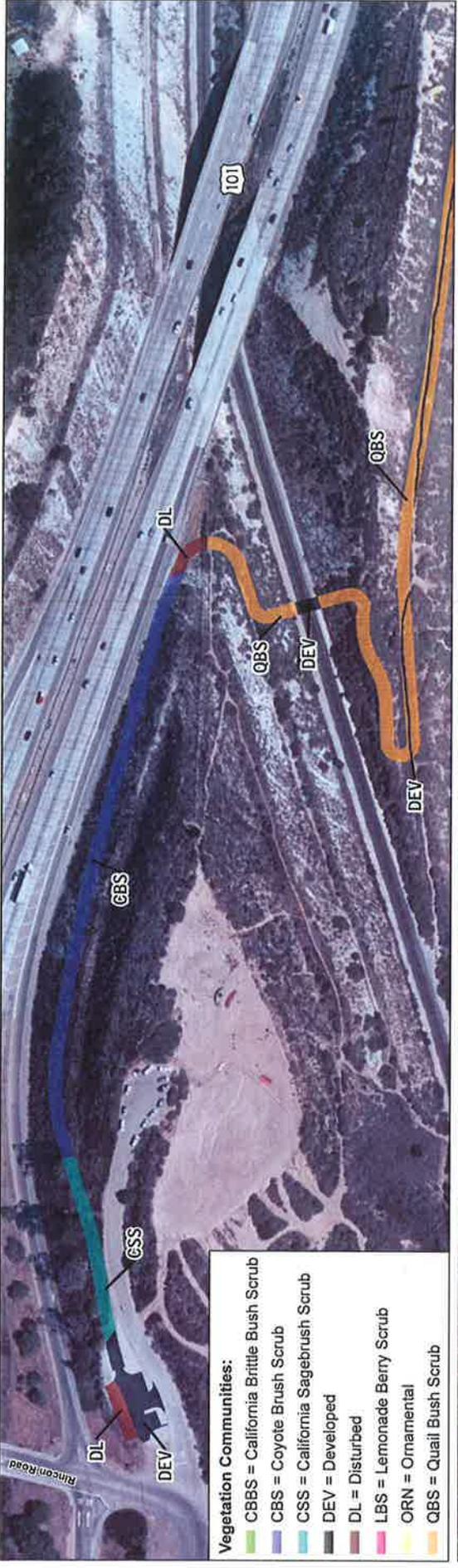


FIGURE 3
Vegetation Communities and Habitats
 Carpinteria Rincon Trail Mitigated Negative Declaration

AERIAL SOURCE: Digital Globe 2006.

Native Scrub Communities

Quail Bush Scrub Alliance (G4, S4). This is a native scrub community that qualifies as coastal sage scrub per the County of Santa Barbara (2009) and City of Carpinteria (2003). It includes quail bush (*Atriplex lentiformis*) as a dominant species. In the proposed trail alignment, species associated with this community include California brittle bush, lemonade berry (*Rhus integrifolia*) and Australian saltbush (*Atriplex semibaccata*). Quail bush scrub is considered coastal bluff scrub per the County of Santa Barbara (2009) and City of Carpinteria (2003). It occurs extensively in the proposed trail alignment east of the UPRR and in patches west of the UPRR (Figure 8). Approximately 0.88 acres of this community, or 52.1 percent of the total project area vegetative cover, occur on-site.

California Sagebrush Scrub Alliance (G5, S5). This community includes California sagebrush (*Artemisia californica*) as the dominant or co-dominant shrub in the canopy. California sagebrush scrub has a continuous or intermittent shrub canopy less than two meters (seven feet) in height with a variable ground layer (Sawyer et al. 2009). Species associated with the California sagebrush scrub alliance include California brittle bush (*Encelia californica*), coast goldenbush (*Isocoma menziesii*) and coyote brush (*Baccharis pilularis*). Black mustard and other non-native species are found in this community on-site. California sagebrush is considered coastal sage scrub per the County of Santa Barbara (2009) and City of Carpinteria (2003). This alliance occurs in the western portion of the project site, near Carpinteria Avenue and Highway 101, in a heavily engineered portion of the proposed trail alignment previously graded during highway construction (Figure 8) where a significant component of non-native plants occur. A smaller patch occurs adjacent to the parking lot for Rincon Beach County Park. Approximately 0.17 acres of this community, or 10.2 percent of the total project area vegetative cover, occur on-site.

Coyote Brush Scrub Alliance (G5, S5). Coyote brush scrub communities include coyote brush as the dominant or co-dominant shrub in the canopy. Coyote brush scrub has a variable shrub canopy less than three meters (10 feet) in height with a variable ground layer (Sawyer et al. 2009). Species associated with this alliance in the proposed trail alignment include California sagebrush (*Artemisia californica*), California brittle bush, myoporum (*Myoporum laetum*) and black mustard (*Brassica nigra*). Coyote brush scrub is considered coastal sage scrub per the County of Santa Barbara (2009) and City of Carpinteria (2003). It occurs in the proposed trail alignment mostly near the western terminus, but also in small patches in the vicinity of Rincon Beach County Park. The coyote brush scrub between UPRR and Highway 101 occurs in old road cuts, in relatively disturbed conditions (Figure 8). Approximately 0.47 acres of this community, or 28.2 percent of the total project area vegetative cover, occur on-site.

California Brittle Bush Scrub Alliance (G4, S3). This community includes California brittle bush as the dominant or co-dominant shrub in the canopy. California brittle bush scrub has a continuous or intermittent shrub canopy less than two meters (seven feet) in height with a variable ground layer. The California brittle bush scrub alliance occurs on steep south-facing slopes with soils derived from sandstone, volcanic or shale substrates (Sawyer et al. 2009; NatureServe 2009). Species

associated with California brittle bush scrub on-site include quail bush, California sagebrush, coyote brush, western prickly pear (*Opuntia littoralis*) and black mustard. California brittle bush scrub is considered coastal bluff scrub per the County of Santa Barbara (2009) and City of Carpinteria (2003). This alliance occurs in the proposed trail alignment in and near Rincon Beach County Park (Figure 8). Approximately 0.03 acres of this community, or 1.9 percent of the total project area vegetative cover, occur on-site.

Lemonade Berry Scrub (G3, S3). This community includes lemonade berry as either a dominant or co-dominant species. Lemonade berry scrub has a two-tiered, open to continuous shrub canopy less than five meters (16 feet) in height with an open ground layer and sparse cover of emergent trees (Sawyer et al. 2009). Species associated with this community on-site include coyote brush and myoporum. Because of its G3, S3 designation, lemonade berry scrub is considered a special-status community. Also, it is considered coastal sage scrub per the County of Santa Barbara (2009) and City of Carpinteria (2003). It occurs in the proposed trail alignment adjacent to the parking lot in Rincon Beach County Park (Figure 8). Approximately 0.02 acres of this community, or 1.3 percent of the total project area vegetative cover, occur on-site.

Non-Native Communities, Disturbed Area, Developed Areas

Ornamental. This community is not described in NCL or MCV2 because it is not a naturally occurring community in California. It includes plants installed for landscaping as dominants. The ornamental vegetation community in the proposed trail alignment is characterized by dominance of myoporum (*Myoporum laetum*). It occurs along the existing trail just west of Rincon Beach County Park (Figure 8). Approximately 0.03 acres of this community, or 1.8 percent of the total project area vegetative cover, occur on-site.

Disturbed land. This community, which is not described in NCL or MCV2, includes invasive non-native and other disturbance-tolerant species as dominants. Species occurring within this community, including some natives, are those that are tolerant to disturbances such as grading or vegetation clearing. On-site, species appearing in disturbed areas include poison hemlock (*Conium maculatum*), black mustard, Hottentot fig (*Carpobrotus edulis*) and horseweed (*Conyza canadensis*). Disturbed areas are found in two patches in the eastern portion of the alignment (Figure 8). Approximately 0.08 acres of this community, or 4.5 percent of the total project area vegetative cover, occur on-site.

Developed/Bare. On-site, these are unvegetated areas, such as pavement and bare ground subject to vegetation clearing. Developed areas include the parking lot at Rincon Beach County Park and the wide turnout at the eastern terminus of Carpinteria Avenue (Figure 8). Approximately 0.55 acres of developed/bare areas, or 24 percent of the entire project area, occur on the site.

Rare Plants

Two special-status plant species either were recorded adjacent to the site during the survey or are known to occur near the site: woolly seablite and Santa Barbara milkvetch.

The CNDDDB query yielded occurrences of five special-status plant species within five miles of the site, but elevation and other habitat conditions were suitable on-site for only one of these, Nuttall's scrub oak (*Quercus dumosa*). This is a perennial shrub that would be detectable at all times of year. Yet none of this species was observed on the site, and no CNPS CRPR List 1 or 2 plants were observed. Two species with CNPS CRPR 4.2 designation, woolly seablite (*Suaeda taxifolia*) and cliff aster (*Malacothrix saxatilis* var. *saxatilis*), were detected near the alignment (Figure 8). CRPR 4.2 species are not normally considered special-status plants for CEQA purposes. However, woolly seablite also is included on the Rare Plants of Santa Barbara County list (Wilken 2010) and therefore is considered a special-status plant species. This list, published by the CCCPC of the Santa Barbara Botanic Garden, includes only plants known from eight or fewer occurrences in the county.

Another species recorded in the vicinity of the alignment but not observed during surveys is Santa Barbara milkvetch (*Astragalus trichopodus*). This species is also included in the Rare Plants of Santa Barbara County (Wilken 2010) and therefore is considered a special-status species.

Cliff aster (*Malacothrix saxatilis* var. *saxatilis*). This CNPS CRPR 4.2 species is a perennial herb that occurs in coastal bluff scrub and coastal scrub at 10 to 220 feet in elevation. It occurs along the coast from Orange County north to Santa Barbara County and inland in Kern and San Bernardino Counties. Cliff aster was not found in the proposed trail alignment. However, several plants were found west of the proposed UPRR crossing, near the proposed project.

Santa Barbara milkvetch (*Astragalus trichopodus* var. *trichopodus*). This species, listed on the Rare Plants of Santa Barbara County list, is a perennial herb that occurs in coastal sage scrub communities at 0 to 4,000 feet elevation. It occurs in the Sacramento Valley, along the coast from Monterey County south to San Diego County, and inland in Kern, San Bernardino and Riverside counties. It was not found on the proposed trail alignment, but has been recorded in the site vicinity.

Woolly seablite (*Suaeda taxifolia*). This CNPS CRPR 4.2 species is found in coastal bluff scrub, coastal dunes, and marshes and swamps at 0 to 165 feet elevation. It occurs along the coast from Orange County north to San Luis Obispo County, as well as on the Channel Islands. In the project vicinity, this species is distributed in monotypic patches along the bluffs just west of Rincon Beach County Park, adjacent to the trail alignment.

Trees

Two planted Monterey pine (*Pinus radiata*) are located in the proposed trail alignment in or near Rincon Beach County Park. Several smaller eucalyptus trees (*Eucalyptus* sp.) were located adjacent to the trail near its proposed western terminus and Highway 101. No other trees were located within approximately 50 feet of the proposed trail alignment.

Wetlands

No jurisdictional features were detected during the field survey.

Special-status Wildlife Species

No special-status wildlife species were detected during the field survey.

A variety of special-status wildlife occurs within five miles of the project site, including the Monarch butterfly (*Danaus plexippus*; Special Animal), tidewater goby (*Eucyclogobius newberryi*; Federally endangered [FE]), southern steelhead (*Oncorhynchus mykiss irideus*; FE), California red-legged frog (*Rana draytonii*; Federally threatened [FT]), silvery legless lizard (*Aniella pulchra pulchra*; California Species of Concern [CSC]), two-striped garter snake (*Thamnophis hammondi*; CSC), Cooper's hawk (*Accipiter cooperi*; CDFG Watch List ([WL]), white-tailed kite (*Elanus leucurus*; State fully protected [FP]); light-footed clapper rail (*Rallus longirostris levipes*; FE, State endangered [SE], FP), snowy plover (*Charadrius nivosus*; FT) and Belding's savannah sparrow (*Passerculus sandwichensis beldingi*; SE).

In addition to protections by the state, the white-tailed kite receives protection under the Santa Barbara County Coastal Land Use Plan (2009) and the City's General Plan/Local Coastal Land Use Plan (2003). The City specifically cites the Carpinteria Bluffs as a location where this species occurs and is protected. However, no kites were detected in the project vicinity, and the scrub vegetation that predominates there is unsuitable for foraging by this species which hunts in habitats dominated by grasses and forbs. Trees near the site are relatively small; unsuitable for white-tailed kite nesting and in areas with high levels of human disturbance where kites are unlikely to nest.

Monarch butterflies are also protected under County (2009) and City (2003) policies. Several smaller eucalyptus trees are located near the western terminus of the site but these do not provide suitable roosting habitat for Monarchs.

Semonsen (2008) noted the potential for silvery legless lizards to occur just south of the railroad crossing in proposed trail sections C-04 and C-05. No legless lizards were detected during the survey, but this species is extremely difficult to detect without taking specific measures to do so. Some potential exists for this species to occur in this area.

Habitat is lacking for all other special-status wildlife species known to occur within five miles of the site, with the exception of Cooper's hawk. This bird of prey species has the potential to nest in trees within or near Rincon Beach County Park, but not within the proposed trail alignment.

Common Wildlife Species

Common wildlife species were found throughout the proposed bike trail alignment, including 2 butterfly species, two lizard species, 15 bird species, and two mammal species (see Appendix C).

Wildlife Movement Corridors

The site is located adjacent to the Pacific Ocean and does not connect important habitat areas used by large or small wildlife species. In addition, Highway 101 and adjacent chain link fencing along the southbound lanes of the highway provide impediments to wildlife movement between the bluffs

and more inland areas. Medium-sized mammal species such as the striped skunk (*Mephitis mephitis*) or northern raccoon (*Procyon lotor*) may move locally along the coast.

Environmental Thresholds

The majority of the project area and its biological resources are located within the County of Santa Barbara area. Therefore, the County's Environmental Guidelines and Thresholds are used in this analysis. Impacts to habitat types may be considered significant if they substantially (1) reduce or eliminate species diversity or abundance; (2) reduce or eliminate the quality of nesting areas; (3) limit reproductive capacity through losses of individuals or habitat; (4) fragment, eliminate or otherwise disrupt foraging areas and/or access to food sources; (5) limit or fragment range and movement; or (6) interfere with natural processes, such as fire or flooding, upon which the habitat depends.

Project Specific Impacts

- a) One rare plant species was detected adjacent to the proposed trail alignment, and habitat was found for two special-status wildlife species, either within or adjacent to the trail alignment. Woolly seablite was found growing on the bluffs adjacent to the site. Santa Barbara milkvetch is also known to occur in the vicinity. As the survey was conducted outside the blooming season for many rare plants, making these plants difficult to detect, others may have the potential to occur. Rare plants occurring within the project alignment could be destroyed during construction activities or damaged from runoff and erosion caused by construction. In addition, habitat for the silvery legless lizard was found in the proposed trail alignment immediately south of the UPRR crossing, in sections C-04 and C-05. Individuals of this species could suffer injury or mortality because of grading and other construction activities. Cooper's hawks have the potential to nest near the proposed trail alignment, and construction activities have the potential to cause nest abandonment and failure. Therefore, impacts to special-status plant and wildlife species due to grading and other disturbances along the proposed trail route would be ***potentially significant without mitigation.***

In addition, 13 species of native birds were detected on-site, including several with the potential to nest there. Nests, eggs and nestlings of all native bird species are protected by the Migratory Bird Treaty Act and the California Fish and Game Code. Vegetation clearing and grading, if occurring during the nesting season (typically mid-February to August), have the potential to destroy nests, eggs and nestlings, which could violate these regulations.

- b) Although largely existing in relatively disturbed conditions, five native scrub communities that are considered either coastal sage scrub or coastal bluff scrub are found in the proposed trail alignment and adjacent areas. Both coastal sage scrub and coastal bluff scrub are considered sensitive native communities per the County (2009) and City (2003) policies. Communities impacted include: quail bush scrub (equals coastal bluff scrub; 0.88 acres), California sagebrush scrub (equals coastal sage scrub; 0.17 acres), California brittle bush scrub (equals coastal bluff scrub; 0.03 acres), coyote brush scrub (equals coastal scrub; 0.47 acres) and lemonade berry

scrub (equals coastal sage scrub; 0.02 acres). Approximately 0.95 acres of these vegetation communities within the development footprint would be permanently removed, while an additional 0.66 acres would be temporarily disturbed during construction. These impacts would be ***potentially significant without mitigation***.

- c) No wetlands or streams were detected within or adjacent the proposed trail alignment, therefore ***no impacts to wetland or streams*** would occur.
- d) The proposed trail alignment is located adjacent to the Pacific Ocean and does not connect important habitat areas used by large or small terrestrial wildlife species. In addition, Highway 101 and the chain link fence adjacent to the southbound lanes of the highway provide impediments to movement of larger and medium-sized wildlife. Medium-sized mammal species such as the striped skunk (*Mephitis mephitis*) or northern raccoon (*Procyon lotor*) may occasionally use the opening provided by the trail to move locally along the coast. The trail may provide some hazard to common, smaller terrestrial species such as the Coast Range fence lizard (*Sceloporus occidentalis bocourtii*), common side-blotched lizard (*Uta stansburiana elagans*) and California pocket mouse (*Chaetodipus californicus*), but the trail and associated fencing will not present a physical barrier to their movement. Therefore, impacts through interference with the movement of wildlife species are considered ***less than significant***.
- e) Two Monterey pines, a species native to California but not to the project region, exist on or near the proposed alignment, including a single mature tree adjacent to the site at Rincon Beach County Park and a ten-foot tall tree just west of the park. Several eucalyptus (*Eucalyptus* sp.) are adjacent to the western sections of the proposed trail. These trees are not native or naturally occurring. In addition, they are not a part of any windbreak on Carpinteria Bluffs, which are protected under the City of Carpinteria General Plan/Local Coastal Land Use Plan (2003). Therefore, the project does not conflict with any local tree preservation policy and impacts to trees would be ***less than significant***.
- f) No habitat conservation plans apply to the project area. ***No impact would occur***.

Cumulative Impacts

Current projects identified within the Carpinteria Valley do not impact coastal sage scrub or coastal bluff scrub, and do not impact any native habitats or other sensitive biological resources on the Carpinteria Bluffs which are specific to the proposed project area. Therefore, cumulative impacts would be ***less than significant***.

Required Mitigation Measures

Impacts to rare plant species: One locally rare species, woolly seablite, was observed adjacent to the proposed trail alignment. Another species on this list, Santa Barbara milkvetch, has also been recorded in the vicinity. Other rare plants not detected during previous surveys, such as annuals that bloom during spring, may also be present. Individual plants may be directly impacted through

removal during construction. Rare plants may also be affected indirectly by runoff and erosion during grading or other disturbances from construction activities. The following mitigation measures would address these potential impacts.

BIO-1 Fencing and Protection from Runoff. Prior to the initiation of site grading, a qualified biologist shall implement the following measures to protect special-status plant species that occur outside of the areas proposed for development:

1. Install orange construction fencing around all construction areas to prevent construction equipment and personnel from entering surrounding areas. Fencing may be installed in a phased manner if construction is also phased.
2. Construction activities shall be confined to the designated construction areas.
3. Fencing shall be monitored on a regular basis throughout the construction period to ensure that the integrity of the fence is maintained.
4. To prevent runoff and erosion from construction areas adjacent to special-status vegetation communities or plant species populations from impacting these species, best management practices (BMPs) such as silt fences, straw bales, etc., shall be placed to intercept runoff, or ditches or other diversion structures shall be constructed.

Plan Requirements: All fencing and runoff/erosion requirements shall be shown on grading and building plans to be reviewed and approved by the permitting agency prior to issuance of grading permits. **Timing:** A qualified biologist shall ensure conditions are adhered to prior to the initiation of site grading. **Monitoring:** Each permitting agency shall ensure measures are on plans and shall periodically conduct site inspections to ensure compliance on-site.

BIO-2 Focused Rare Plant Survey and Avoidance. Focused surveys for special-status plant species shall be conducted by a qualified botanist at the appropriate season (blooming period) prior to the commencement of grading/construction activities. The surveys shall be conducted no more than one year prior to commencement of construction activities within suitable habitat, and the surveys shall be conducted at a time of year when the plants can be located and identified. Should special status plant species be documented within the project boundary, avoidance measures shall be implemented to minimize impacts to individual plants wherever feasible. These measures shall include minor adjustments to the boundaries/location of haul routes and other trail features. If, due to design constraints, avoidance of all plants is not possible, then further measures described in BIO-3 shall be implemented to salvage seeds and/or transplant individual plants. All seed collection and/or transplantation methods, as well as the location of the receptor site for seeds/plants (assumed to be within preserved open space areas within

Rincon Beach County Park), shall be coordinated with CDFG prior to impacting known occurrences of the special-status species.

Plan Requirements and Timing: Focused surveys for special-status plant species shall be conducted by a qualified botanist at the appropriate season (blooming period) prior to the commencement of grading/construction activities. Should plant species be identified, the qualified botanist shall identify appropriate avoidance measures to be implemented to minimize impacts to individual plants wherever feasible. See also mitigation measure BIO-3. **Monitoring:** City CDD and/or County P&D shall ensure focused surveys for special-status plant species are completed prior to commencement of any earth-moving activities, and if needed, appropriate minimization and avoidance measures taken to ensure compliance on-site.

BIO-3 Mitigation and Monitoring Plan. If as a result of implementing mitigation measure BIO-2 above, it is determined that the proposed project will directly impact a special status plant species, a Mitigation and Monitoring Plan for Special-Status Plants (Plan) shall be prepared prior to the initiation of construction.

The Plan shall provide for replacement of individual plants to be removed at a minimum 1:1 ratio, within suitable habitat at a site where no future project-related disturbance will occur. The Plan shall specify the following: (1) the location of the mitigation site in protected/preserved areas; (2) methods for harvesting seeds or salvaging and transplantation of individual plants to be impacted; (3) measures for propagating plants (from seed or cuttings) or transferring living specimens from the salvage site to the introduction site; (4) site preparation procedures for the mitigation site; (5) a schedule and action plan to maintain and monitor the mitigation area; (6) the list of criteria and performance standards by which to measure the success of the mitigation site (below); (7) measures to exclude unauthorized entry into the mitigation areas; and (8) contingency measures such as erosion control, replanting or weeding to implement in the event that mitigation efforts are not successful. The performance standards for the Mitigation and Monitoring Plan shall be the following:

- a. Within four years after reintroducing the special status species to the mitigation site, the extent of occupied acreage and the number of established, reproductive plants will be the same or more than at the project construction site.
- b. Non-native species cover shall be no more than 5% absolute cover through the term of the restoration.
- c. Any species listed on the California State Agricultural list (CDFA 2009) or Cal-IPC list of noxious weeds (Cal-IPC 2006, 2007) will not be present on the revegetation site as of the date of Plan completion.

Plan Requirements and Timing: If as a result of implementing mitigation measure BIO-2 above, it is determined that the proposed project will directly impact a special-status plant species, a Mitigation and Monitoring Plan for Special-Status Plants (Plan) shall be prepared prior to the initiation of grading. **Monitoring:** CDD/P&D shall ensure development of the Plan and adherence to Plan measures are completed prior to commencement of any earth-moving activities. City and County staff shall periodically conduct site inspections to ensure compliance on-site.

Impacts to Silvery Legless Lizards. Silvery legless lizards, a CSC, may occur on the southwest side of the UPRR right of way in sections C-04 and C-05. Injury and mortality to some lizards may occur due to grading or other ground disturbance activities.

BIO-4 Pre-construction Silvery Legless Lizard Survey and Relocation. Prior to initiation of grading, capture and relocation efforts for silvery legless lizards shall be conducted in sections C-04 and C-05. Trapping shall be conducted by a qualified biologist and shall include the following steps:

1. Prior to initiation of capture and relocation, a suitable receptor site shall be located. This site shall include areas with loose, moist soils occurring in scrub habitat with high coverage of deerweed (*Lotus scoparius*) or California goldenbush, in arroyo willow (*Salix lasiolepis*) thickets or in other suitable scrub or woodland habitat.
2. Capture and relocation shall take place no more than five days prior to the initiation of construction.
3. These surveys shall be performed by lightly raking loose soil, sand and leaf litter with a wooden rake for a sufficient period to determine that no legless lizards are present, or all legless lizards have been captured.
4. Any lizards found shall be placed in a receptacle with sand and a wet towel and relocated to the previously designated receptor site.

Plan Requirements and Timing: Prior to initiation of construction, capture and relocation efforts for silvery legless lizards shall be conducted in sections C-04 and C-05. Trapping shall be conducted by a qualified biologist. **Monitoring:** CDD and P&D shall ensure the pre-construction survey and relocation efforts, if required, are completed prior to commencement of any earth-moving activities.

Impacts to Nesting Birds. Should construction or vegetation clearing be initiated during the bird nesting season (typically, mid-February to August), injury and mortality to native nesting birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code may occur.

BIO-5 Pre-construction Nesting Bird Surveys. Within 30 days prior to any vegetation clearing or ground disturbance associated with construction or grading that would occur

during the nesting/breeding season of native bird species potentially nesting on the site (typically mid-February through August in the project region, or as determined by a qualified biologist), weekly surveys shall be conducted by a qualified biologist to determine if active nests of special-status bird species, or of any bird species protected by the Migratory Bird Treaty Act or the California Fish and Game Code, are present in the disturbance zone or within 100 feet (300 feet for raptors) of the area to be disturbed. The surveys shall occur on a weekly basis, with the last survey being conducted no more than seven days prior to initiation of disturbance work. If ground disturbance is delayed, then additional pre-disturbance surveys shall be conducted such that no more than seven days will have elapsed between the survey and ground disturbance activities. The City or contractor shall provide the biologist with plans detailing the extent of proposed ground disturbance prior to the survey effort.

If active nests are found, clearing and construction within 100 feet of the nest (300 feet for raptors) shall be postponed or halted, at the discretion of the biologist, until the nest is vacated and juveniles have fledged as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with highly visible construction fencing and construction personnel shall be instructed on the sensitivity of nest areas. The results of the surveys, including graphics showing the locations of any nests detected, and any avoidance measures recommended, shall be submitted to the City and County within 14 days of completion of the pre-construction surveys to document compliance with applicable state and federal laws pertaining to the protection of native birds.

Plan Requirements and Timing: Pre-construction nesting bird surveys shall be completed within 30 days prior to any vegetation clearing or ground disturbance associated with construction or grading during the bird nesting season (typically mid-February to August). The surveys shall occur on a weekly basis, with the last survey being conducted no more than seven days prior to initiation of disturbance work.
Monitoring: CDD/P&D shall ensure the pre-construction nesting bird surveys and any avoidance requirements are completed prior to commencement of any earth-moving activities.

Impacts to nesting Cooper’s hawks. Cooper’s hawks, a WL species, have the potential to nest near the site, especially in the vicinity of Rincon Beach County Park. Disturbances from construction have the potential to result in abandonment and failure of nests within 300 feet of raptor nests, thus resulting in “take” of the species.

Implementation of **BIO-5**, nesting bird surveys (above), would apply to reduce impacts to Cooper’s hawks due to nest abandonment and failure.

Impacts to Coastal Sage Scrub and Coastal Bluff Scrub Communities. Approximately 0.41 acres of coastal sage scrub and 0.52 acres of coastal bluff scrub would be permanently removed due

to construction. An additional 0.26 acres of coastal sage scrub and 0.39 acres of coastal bluff scrub would be removed in temporarily impacted areas (Table 3.4-2). These native plant communities are protected under County (2009) and City (2003) policies.

**Table 3.4-2
Temporary and Permanent Impacts to Native Vegetation Communities**

	Temporary Impacts	Permanent Impacts	Total Impacts
Coastal Bluff Scrub			
Quail Bush Scrub	0.37	0.51	0.88
California Brittle Bush Scrub	0.02	0.02	0.03
<i>Total</i>	<i>0.39</i>	<i>0.52</i>	<i>0.91</i>
Coastal Sage Scrub			
California Sagebrush Scrub	0.07	0.1	0.17
Coyote Brush Scrub	0.19	0.29	0.47
Lemonade Berry Scrub	0.01	0.02	0.02
<i>Total</i>	<i>0.26</i>	<i>0.41</i>	<i>0.67</i>
Combined Total	0.65	0.93	1.58

BIO-6 Coastal Scrub Restoration Plan. Prior to issuance of a grading permit, the City shall contract with a certified landscape architect or qualified restoration biologist to develop a Coastal Scrub Restoration Plan (Plan). The plan shall outline efforts to restore or enhance coastal sage scrub and coastal bluff scrub communities in areas temporarily impacted by construction of the trail or off-site areas. The Plan may focus on the following:

- In-kind, on-site restoration of areas where coastal sage scrub or coastal bluff scrub has been removed;
- Enhancement of temporarily impacted areas on-site currently occupied by ornamental, disturbed or developed areas;
- Off-site restoration of areas occupied by non-native habitats or native habitats with large components of non-native vegetation.

Under the Plan, areas of native habitat (coastal sage scrub and coastal bluff scrub) temporarily impacted by vegetation clearance shall be restored on-site at a 1:1 ratio. Any remaining on-site mitigation potential (in disturbed land/disturbed areas or developed areas) shall be restored at a ratio of two acres for every one acre of coastal sage scrub and coastal bluff scrub permanently removed on-site. As on-site mitigation potential may be insufficient for mitigating permanent impacts to coastal sage scrub and coastal bluff scrub, any additional mitigation required shall be carried out off-site. Typically, off-site mitigation for removal of native habitats in the coastal zone is carried out at a

ratio of three acres of restored habitat for every one acre of habitat removed. This ratio shall apply to all coastal sage scrub occurring between UPRR and the Pacific Ocean and to all coastal bluff scrub permanently removed along the proposed trail alignment. As coastal sage scrub communities between UPRR and Highway 101 occur in a disturbed condition, in heavily engineered areas and with high components of non-native species, off-site mitigation for these areas shall be conducted at a ratio of two acres of restored habitat for every one acre removed.

A qualified biologist/botanist shall develop the Plan, which shall provide specific measures to restore or enhance habitat to replace the loss of coastal sage scrub and coastal bluff scrub communities. This Plan shall be focused on adaptive management principles, and shall identify detailed enhancement areas and strategies based on the parameters outlined below, with long-term timing and monitoring requirements. The Plan shall:

1. Provide an up-to-date inventory of on-site native vegetation resources.
2. Define attainable and measurable goals and objectives to achieve through implementation of the Plan. Goals and objectives shall focus on replacement of coastal sage scrub, coastal bluff scrub and rare plants removed during construction.
3. Provide site selection and justification.
4. Detail a restoration work plan including methodologies, restoration schedule, plant materials (seed) and implementation strategies.
5. Provide a detailed maintenance plan to include removal of invasive non-native species.
6. Define performance standards.
7. Provide a monitoring plan to include methods and analysis of results. Also, include goal success or failure and an adaptive management plan and suggestions for failed restoration efforts.

Plan Requirements and Timing: Prior to issuance of a grading permit, City/County shall contract with a P&D-qualified biologist to develop a Coastal Scrub Restoration Plan (Plan). The Plan shall outline efforts to restore or enhance coastal sage scrub and coastal bluff scrub communities in areas temporarily impacted by construction of the trail or off-site areas. ***Monitoring:*** CDD/P&D shall ensure development of the Plan and adherence to Plan measures are completed prior to commencement of any earth-moving activities. City/County staff shall periodically conduct site inspections to ensure compliance on-site. Restored areas shall be monitored for five years following planting. Annual reports and the final report shall be submitted to the City and County.

Residual Impacts

After implementation of Mitigation Measures **BIO-1 through BIO-3**, impacts to rare plants would be *less than significant*. Implementation of Mitigation Measure **BIO-4** would reduce impacts due to injury and mortality of the silvery legless lizard to *less than significant*. After implementation of Mitigation Measure **BIO-5**, impacts to nesting birds and Cooper’s hawk during the bird nesting season would be *less than significant*. Implementation of Mitigation Measure **BIO-6** Coastal Scrub Restoration Plan would reduce impacts to coastal sage scrub and coastal bluff scrub communities along the proposed trail alignment to *less than significant*.

3.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>	<input type="checkbox"/>

Existing Environmental Setting

A Phase 1 cultural resources investigation for the proposed Carpinteria Rincon Trail was prepared by Dudek in March 2008, which included an archaeological site records and literature search at the Central Coast Information Center and an intensive surface reconnaissance of the proposed project area (see Appendix D).

The records search indicates that CA-SBA-1, the ethnohistoric/historic Chumash village of *Shuku*, is located in the vicinity of the proposed project area. The 100 percent coverage, intensive Phase 1 pedestrian survey was performed in order to locate and evaluate all cultural resources within the proposed project area. Several pieces of weathered shellfish were identified in a disturbed context along the Rincon Beach County Park parking lot, but with no discernible pattern or density. No other cultural material that may be associated with prehistoric occupation such as chipped and ground stone tools or bone was observed within the project improvement areas. The shellfish remains are not evident in sufficient density or diversity of species to provide information about occupational activities that may have occurred at this location. The

weathered shellfish is not associated with any other artifacts or materials that suggest a specific prehistoric activity occurred there and it was found in a disturbed context along the Rincon Beach County Park parking lot. The proposed project area has also been subjected to previous disturbances associated with construction of Highway 101, the UPRR and an asphalt path. The shellfish pieces do not provide the potential for yielding information important in prehistory and they lack integrity. Therefore, they are not considered a potentially significant archaeological resource.

Environmental Thresholds

If a proposed project has the potential to affect a cultural resource, the significance (importance) of that resource must be determined. For the purposes of CEQA, an "important archaeological resource" is defined in §15064.5 of the State CEQA Guidelines as one which:

- *Is associated with an event or person of*
 - *Recognized significance in California or American history, or*
 - *Recognized scientific importance in prehistory.*
- *Can provide information which is of both demonstrable public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions.*
- *Has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind.*
- *Is at least 100 years old and possesses substantial stratigraphic integrity; or*
- *Involves important research questions that historical research has shown can be answered only with archaeological methods.*

Appendix G, Significant Effects, of CEQA defines the need for evaluating the impacts a project may have on a community, ethnic or social group. A project will normally have a significant effect on the environment if it will cause one of the following:

- *Disrupt or adversely affect a prehistoric or historical archaeological site or a property of historical or cultural significance to a community or ethnic or social group.*
- *Conflict with established recreational, educational, religious or scientific uses of the area.*

According to the County and City Environmental Thresholds for archaeological resources, the criterion usually applied is whether a resource "has yielded, or may be likely to yield, information important in prehistory or history." A project that may cause a substantial adverse effect on an archaeological resource may have a significant effect on the environment.

Project Specific Impacts

- a) The Phase 1 Cultural Resources Survey concluded that no potentially significant cultural resources were identified and therefore the proposed project would have no significant impact on historical or cultural resources. *Impacts would be less than significant.*
- b) The Phase 1 Cultural Resources Survey identified several pieces of weathered shellfish within the proposed project area in disturbed contexts near the metal gate at the western end of Rincon Beach County Park and along the northern edge of the Rincon Beach County Park parking lot. Particularly since the shellfish pieces were identified on the ground surface in areas that have been impacted by previous grading, their location is considered to be the result of modern activities and soil movement (i.e., grading associated with construction of Highway 101, the UPRR, an asphalt path and the Rincon Beach County Park parking lot) and not the discard by prehistoric peoples. The recovered shellfish, mainly unidentifiable *Veneridae* (Venus clams), lacked the density and diversity documented at CA-SBA-1. No other cultural material associated with prehistoric occupation including stone tools, animal bone or ground stone implements were identified. Even if the shellfish were *in situ* (i.e., in its original depositional location) and associated with prehistoric activity, the shell is not of sufficient density or diversity to provide important information to explain and understand the prehistoric occupation of coastal areas of Santa Barbara County, particularly when compared to the substantial CA-SBA-1 deposits. Therefore, the pieces of shellfish observed in disturbed contexts within the proposed project area are not considered a potentially significant archaeological resource under CEQA Guidelines §15064.5.a.3, City of Carpinteria Environmental Review Guidelines and Santa Barbara County Cultural Resources Guidelines.

As a result, no potentially important archaeological resources are located within the proposed improvement areas. Therefore, future ground disturbing construction activities within the proposed project area would not have the potential to significantly impact cultural resources. *Impacts would be less than significant.*

- c) The soil in the area of the proposed trail was characterized as Xerorthents, cut and fill areas consisting of mechanically manipulated soils where the original profile is no longer discernible (Dudek 2008). Underlying the project site is Cenozoic marine sedimentary rocks (CDC 2006). Specifically, Monterey Formation marine siliceous shale of the early to late Miocene age and older dissected surficial sediments composed of former alluvial deposits of silt, sand and gravel that in places are weakly consolidated, form the geologic base of the project site (Dibblee 1986). The potential for paleontological resources to be encountered during project grading is low to none due to the extensive historical cut and fill within the project area and the trail design, which for the majority of the trail alignment, from section C-05 to section C-09, would not require grading greater than six inches deep. Although grading would be greater than six inches in sections C-01 through C-04 and could potentially be as great as 14 feet in section C-01 of the proposed trail, the potential to encounter paleontological resources during project construction

would be low due to the existing quality of soils which have been mechanically manipulated as a result of previous construction projects.

The Phase 1 survey found that no prehistoric artifacts are mixed with modern debris and that the area has already been subject to extensive ground disturbances associated with construction. The Phase 1 conclusion is confirmed by the previous SAIC investigation (1996) that was conducted along the northern edge of the Rincon Beach County Park parking lot for a cellular communications facility. The investigation concluded that prehistoric artifacts were mixed with modern debris and the area had been subject to extensive ground disturbances associated with the construction, and subsequent abandonment, of Highway 101. Therefore, the prehistoric cultural remains were not considered an important resource and no additional measures were required. *Impacts would be less than significant.*

- d) The Phase 1 included a search of the Native American Heritage Commission's Sacred Land File in order to determine the location of any sacred and/or burial sites within the proposed project area. The search did not indicate the presence of Native American cultural resources within the proposed project area. *No impacts relating to disturbance of human remains would occur.*

Cumulative Impacts

As the project would not result in significant project-specific impacts to cultural resources, including historical, archaeological, paleontological resources, or human remains, the proposed project would not contribute to cumulative impacts to cultural resources. The project would, therefore, result in a less than cumulatively considerable impact to cultural resources.

Required Mitigation Measures

As the proposed project would not have the potential for a significant impact on cultural resources, no other mitigation measures, including monitoring, are required.

Recommended Mitigation Measure

As no potentially significant cultural resources were identified within the proposed improvement areas, the proposed project would not have the potential for a significant impact on cultural resources. Therefore, no further measures such as construction monitoring are necessary. The following is recommended in the unlikely event that potentially significant cultural remains are encountered during construction, consistent with guidance provided in CEQA Guidelines §15064.5:

- *In the unlikely event that potentially significant cultural materials are encountered during construction, grading should be temporarily redirected and/or suspended until a qualified archaeologist and local Chumash representative are retained to evaluate the find, including mapping and collecting any diagnostic (time-sensitive) artifacts, consistent with City of Carpinteria and County of Santa Barbara standards.*

The above recommended measure would ensure that the low potential for impacts to unknown cultural resources to occur during project construction activities would be addressed consistent with City of Carpinteria and County of Santa Barbara standards.

Residual Impacts

Potential impacts to cultural resources would be less than significant without mitigation. No residual impacts would occur.

3.6 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: strong seismic ground shaking, seismic-related ground failure (including liquefaction) or landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) 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"/>	<input type="checkbox"/>
e) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) 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"/>	<input type="checkbox"/>

Existing Environmental Setting

Faults. Faults in the Carpinteria area include the Carpinteria Fault, the Rincon Creek Fault, the Arroyo Parida Fault and the Shepard Mesa Fault. According to the State of California Conservation Department, Division of Mines and Geology (CDMG), none of these faults is considered "active." The CDMG has calculated the probabilities for earthquakes throughout the state of California; the research indicates a 10 percent probability within the next 50 years for an earthquake between magnitudes 6.5 and 7.0 to occur along a fault within five miles of the Carpinteria Planning Area. This could result in peak horizontal ground accelerations between 0.4g to 0.6g ("g" represents acceleration). There are no Alquist-Priolo Special Studies Zones for the Carpinteria Planning Area. No recent movement (within the last 11,000 years) or recent fault rupture has been identified along the known faults in the Carpinteria Planning Area.

Liquefaction. Liquefaction is a phenomenon that occurs when loosely consolidated soils lose their load bearing capabilities during ground shaking and flow in a fluid-like manner. The specific soil condition conducive to liquefaction is loose sands and silty sands below the water table and typically within the top 50 feet of the ground surface.

Landslide/Rockfall. Landslides generally occur on steep slopes that have been undercut by erosion or on slopes where the bedding planes of the bedrock are inclined down the slope. The project alignment would occur along nearly flat to moderately-sloped terraces and highly engineered cuts made for previous highway and rail construction.

Soil Settlement/Consolidation. Settlement is the downward movement of soil or of structures it supports, resulting from a reduction in the voids in the underlying strata.

Expansive Soils. Expansive soils are those characterized as having a high shrink-swell potential. Soils in the project area are characterized as Xerorthents, cut and fill areas consisting of mechanically manipulated soils where the original profile is no longer discernible (USDA 2011).

Environmental Thresholds

The City of Carpinteria's Guidelines for the Implementation of the California Environmental Quality Act of 1970, as Amended (1997), states the following conditions or impacts shall be considered significant:

- *The graded or cleared portion of the site includes more than 10,000 square feet of area having a slope greater than 15 percent.*
- *There is a significant risk that more than 2,500 square feet will be unprotected or inadequately protected from erosion during any portion of the rainy season.*
- *Grading or clearing will occur within 50 feet of any watercourse or 100-year floodplain.*

- *Grading will involve cut and fill volumes of 3,000 cubic yards or more, or cut or fill heights of 15 feet or greater.*
- *The project will significantly increase water runoff, velocities, peak discharges, or water surface elevations on or off-site. Coordinate with the Department of Public Works for clarification.*
- *The project will produce erosion impacts which constitute a structural hazard or significant visual impact, or will result in sediment or excessive drainage flows which cannot be contained or controlled on-site.*
- *The project will result in impacts which violate or are in conflict with any of the Federal, State, or local policies, ordinances or regulations listed above.*
- *Any cut or fill slope over 15 feet in height is potentially significant for grading, visual, erosion, siltation and community character impacts.*
- *Any grading which includes the addition, removal or moving of earth is potentially significant.*
- *Any grading proposed within environmentally sensitive areas is potentially significant.*

The County thresholds are similar and include the following criteria:

- *The project site or any part of the project is located on land having substantial geologic constraints, as determined by P&D or PWD. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion. "Special Problems" areas designated by the Board of Supervisors have been established based on geologic constraints, flood hazards and other physical limitations to development.*
- *The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.*
- *The project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade.*
- *The project is located on slopes exceeding 20% grade.*

Project Specific Impacts

a,b)The California Department of Conservation provides an index map that identifies all Official Maps of Earthquake Fault Zones delineated by the California Geological Survey through December 2010 under the Alquist-Priolo Earthquake Fault Zoning Act. According to the most

recent data, the proposed project is not located within an Alquist-Priolo earthquake fault zone; however, the project site is to the north of the Pitas Point quadrangle (Department of Conservation 2011). The northwestern corner of the Pitas Point quadrangle encompasses a very small portion of Santa Barbara County, consisting of the Rincon Point neighborhood south of Rincon Point Lane. The fault line within the Pitas Point Quadrangle that is closest to the proposed project runs northwest-southeast north of La Conchita Beach in Ventura County, approximately two miles southeast from Rincon Beach County Park (Department of Conservation 1991).

According to the City of Carpinteria's General Plan Fault Map, the Rincon Creek fault is located to the north of the proposed project and the Carpinteria Fault is located to the south (City of Carpinteria 2003). In the immediate vicinity of the proposed trail and parking lot, the project is located on the up-thrown side on an inferred fault located to the north of Highway 101 near the connection to Highway 150 (City of Carpinteria 2003).

According to the Santa Barbara County's South Coast Seismic Tectonic Map, the entire south coast portion of the county, including the project site, is rated as having a high seismic potential with a moderate possible variation from the assigned rating (County of Santa Barbara 2011). The Santa Barbara County South Coast Seismic Tectonic Map indicates that the Red Mountain fault is the closest known potentially active fault and traverses the proposed trail near the intersection of the railroad and the trail. The Red Mountain fault is approximately 39 km (24 miles) long and trends in a generally east-west direction, running parallel to the coastline, near the project area. A maximum credible earthquake of moment magnitude 6.8 has been assigned to this reverse displacement fault (CDMG 1996).

The proposed project consists of a shared-use path with pedestrian bridge, a parking lot and other trail improvements. The project would not introduce new buildings that would be subject to structural damage in the unlikely event of strong seismic ground shaking. Moreover, there are no existing buildings within the project area that would pose a risk of loss, injury, or death as a result of potential structural damage caused by earth movement. The pedestrian bridge structure is designed to withstand occasional ground shaking from rail movement and would also be expected to withstand limited seismic ground shaking.

Although the Carpinteria Valley is subject to geologic hazards related primarily to earthquakes and secondary hazards, such as landslides and liquefaction, the project includes no habitable structures or other improvements that would likely be damaged by any seismic ground shaking. ***As such, potential impacts relating to adverse effects caused by a rupture of an earthquake fault or strong seismic ground shaking, seismic related ground failure or landslides would be less than significant.***

- c) Soils within the project site have been classified as Xerorthents, cut and fill areas (USDA 2011). The NRCS Web Soil Survey provides an erosion hazard rating that indicates the hazard of soil loss from off-road and off-trail areas after disturbance activities that expose the soil surface.

Xerorthents in the project area have a moderate erosion hazard rating, which indicates that some erosion is likely and that erosion control measures may be needed (USDA 2011). According to the City of Carpinteria's General Plan Soil Hazards Map, the project site is located within an area of potentially high soil settlement (City of Carpinteria 2003).

Extensive soil erosion is not anticipated to occur following completion of construction activities as the graded trail will be generally flat with a minimal to moderate slope following the area's engineered topography. Use of a bioswale and cistern to direct and retain storm water runoff would further reduce the potential for soil erosion. To prepare the site for trail construction, however, the existing ground surface would be graded to meet the proposed finished grade surface; additional material would be displaced to accommodate the six-inch thick trail surface. It is anticipated that total cut would be approximately 13,432 cubic yards and total fill would be approximately 786 cubic yards during grading activities. Cut material on-site would be utilized for the necessary fill material, as feasible, with no significant changes to the adjoining hillside slope heights or overall area topography occurring along the majority of the trail alignment. The greatest change in topography as a result of the proposed project would occur along the highway side of the trail in sections C-01 through C-04; however, retaining walls would be installed where necessary to reduce potential erosion as a result of re-contouring of the hillside. The proposed trail has been designed to be accessory to the surrounding natural environment, and to maximize access to its existing scenic resources. In addition, standard storm water and erosion control best management practices (BMPs) will be required during construction pursuant to the required mitigation measures identified in the Hydrology and Water Quality section of this document. ***Accordingly, soil erosion impacts would be less than significant.***

d,e) According to the City of Carpinteria's General Plan Seismic and Slope Stability Hazards Map, the project site is not located within an area of potential tsunami inundation or area with liquefaction potential (City of Carpinteria 2003). The Slope Stability Hazards Map also indicates that the project is not located within a high landslide potential area or a high rock fall potential area (City of Carpinteria 2003). Further, the potential for subsidence is considered minimal as no recognized subsidence has occurred within the planning area due to either groundwater or oil extraction (City of Carpinteria 2003). According to the City of Carpinteria's General Plan Soil Hazards Map, the project is not located within an area of potentially high expansive soils (City of Carpinteria 2003).

The project area within the County of Santa Barbara is rated as having a low slope stability and landslide potential and a low liquefaction potential (County of Santa Barbara 2011). In addition, the project area is rated as having a moderate compressible-collapsible soils potential per the County of Santa Barbara maps (County of Santa Barbara 2011). ***Potential impacts relating to unstable or expansive soil would be less than significant.***

f) The proposed project does not include restrooms or other waste generating facilities that would require the use of septic tanks, sewers or alternative wastewater disposal systems. ***No impact would occur.***

Cumulative Impacts

Cumulative development throughout the Carpinteria Valley would incrementally contribute to geologic resource impacts. However, the project's contribution to cumulative geologic resource impacts would not be considerable based on the information above because the project impacts are site-specific and would not contribute to on or off-site regional seismic hazards, erosion or water quality impacts and would be further reduced through the implementation of the project specific measures identified in Hydrology and Water Quality.

Required Mitigation Measures

The project includes no habitable structures or other improvements that would likely be damaged by any seismic ground shaking. As no significant geological issues are present, no mitigation would be required.

Residual Impacts

No residual impacts would occur.

3.7 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Environmental Setting

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind, lasting for an extended period (decades or longer) (EPA 2010a). The earth's climate has undergone many changes during its history, ranging from ice ages to long periods of warmth. Historically, natural factors such as volcanic eruptions, changes in the earth's orbit and the amount of energy from the sun have affected global temperatures and the earth's climate.

Gases that trap heat in the atmosphere are often called greenhouse gases (GHGs). The greenhouse effect traps heat in the troposphere through a threefold process: short-wave radiation emitted by the sun is absorbed by the earth; the earth emits a portion of this energy in the form of long-wave

radiation; and GHGs in the upper atmosphere absorb this long-wave radiation and emit this long-wave radiation into space and toward the earth. This “trapping” of the long-wave (thermal) radiation emitted back toward the earth is the underlying process of the greenhouse effect. The greenhouse effect is a natural process that contributes to regulating the earth’s temperature. Without it, the temperature of the earth would be about 0°F (-18°C) instead of its present 57°F (14°C). Global climate change concerns are focused on whether human activities are leading to an enhancement of the greenhouse effect (NCDC 2010).

Principal GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃) and water vapor (H₂O). Some GHGs, such as CO₂, CH₄, and N₂O, occur naturally and are emitted to the atmosphere through natural processes and human activities. Emissions of CO₂ are largely by-products of fossil-fuel combustion, whereas CH₄ results mostly from off-gassing associated with agricultural practices and landfills. Manmade GHGs, which have a much greater heat-absorption potential than CO₂, include fluorinated gases, such as hydrofluorocarbons (HFCs), perfluorocarbons (PFC), sulfur hexafluoride (SF₆) and nitrogen trifluoride (NF₃), which are associated with certain industrial products and processes (CAT 2006).

The effect each GHG has on climate change is measured as a combination of the mass of its emissions and the potential of a gas or aerosol to trap heat in the atmosphere, known as its global warming potential (GWP). Total GHG emissions are expressed as a function of how much warming would be caused by the same mass of CO₂. Thus, GHG gas emissions are typically measured in terms of pounds or tons of “CO₂ equivalent” (CO₂E).

Several recent studies have attempted to explore the possible negative consequences that climate change, if left unchecked, could have in California. These reports acknowledge that climate scientists’ understanding of the complex global climate system, and the interplay of the various internal and external factors that affect climate change, remains too limited to yield scientifically valid conclusions on such a localized scale. Substantial work has been done at the international and national level to evaluate climatic impacts, but far less information is available on regional and local impacts. Nonetheless, climate change modeling provides a picture of potential future changes and according to CARB, some of the potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high O₃ days, more large forest fires, and more drought years (CARB 2006).

On a global scale, the primary effect of climate change has been a rise in average global tropospheric temperature of 0.2°C per decade, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling using emission rates from the year 2000 shows that further warming would occur, which would induce further changes in the global climate system during the current century. Changes to the global climate system and ecosystems and to California may include, but would not be limited to, the following:

- The loss of sea ice and mountain snowpack resulting in higher sea levels and higher sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures (IPCC 2007)
- A rise in global average sea level primarily due to thermal expansion and melting of glaciers and ice caps and the Greenland and Antarctic ice sheets (IPCC 2007)
- Changes in weather that include widespread changes in precipitation, ocean salinity, and wind patterns; and more energetic aspects of extreme weather, including droughts, heavy precipitation, heat waves, extreme cold and the intensity of tropical cyclones (IPCC 2007)
- A decline of Sierra snowpack, which accounts for approximately half of the surface water storage in California, by 70% to as much as 90% over the next 100 years (CAT 2006)
- An increase in the number of days conducive to O₃ formation by 25% to 85% (depending on the future temperature scenario) in high O₃ areas of Los Angeles and the San Joaquin Valley by the end of the 21st century (CAT 2006)
- A high potential for erosion of California's coastlines and seawater intrusion into the Delta and levee systems due to the rise in sea level (CAT 2006)

In 2008, the United States produced 6,957 million metric tons of CO₂E (MMTCO₂E) (EPA 2010b). The primary GHG emitted by human activities in the United States was CO₂, representing approximately 85% of total GHG emissions. The largest source of CO₂, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 94% of the CO₂ emissions. According to the 2008 GHG inventory data compiled by CARB for the California Greenhouse Gas Inventory for 2000–2008, California emitted 478 MMTCO₂E of GHGs, including emission resulting from out-of-state electrical generation (CARB 2010c). The primary contributors to GHG emissions in California are transportation, electric power production from both in-state and out-of-state sources, industry, agriculture and forestry, and other sources, which include commercial and residential activities.

Regulation of GHGs in the United States and California is relatively recent, beginning in the mid-2000s. As the proposed project would consist of construction of a shared-use path and associated amenities, many federal and state regulatory efforts do not apply to the proposed project. Mitigation measures, design strategies and other emissions reduction measures primarily focus on operational GHG emissions as well, and thus, would not result in reductions of project-generated construction GHG emissions.

Environmental Thresholds

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 GHGs. Thus, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative

GHG emission impacts from a climate change perspective (CAPCOA 2008). This approach is consistent with that recommended by the California Natural Resource Agency, which noted in its Public Notice for the proposed CEQA amendments that the evidence before it indicates that in most cases, the impact of GHG emissions should be considered in the context of a cumulative impact, rather than a project-level impact (CNRA 2009a). Similarly, the Final Statement of Reasons for Regulatory Action for amendments to the CEQA Guidelines confirms that an EIR or other environmental document must analyze the incremental contribution of a project to GHG levels and determine whether those emissions are cumulatively considerable (CNRA 2009b).

OPR's Technical Advisory titled CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) states that "public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts." Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact" (OPR 2008, p. 4). Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact', individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice" (OPR 2008, p. 6).

The APCD currently has not adopted significance thresholds for GHG emissions. The APCD recommends that all projects subject to CEQA review be considered in the context of GHG emissions and climate change impacts, and that CEQA documents should include a quantification of GHG emissions from all project sources, direct and indirect, as applicable. In addition, the APCD recommends that climate change impacts be mitigated to the extent reasonably possible, whether or not they are determined to be significant.

The County of Santa Barbara recommends use of GHG emissions thresholds of significance developed by the Bay Area Air Quality Management District (BAAQMD), as described in the Santa Barbara County Planning & Development Department's "Support for Use of BAAQMD Greenhouse Gas Emissions Standards" memorandum dated June 10, 2010 (County of Santa Barbara 2010a). The memorandum states that because of the similarities between Santa Barbara County and certain Bay Area counties in terms of population growth, land use patterns, General Plan policies, and average commute patterns and times, the methodology used by BAAQMD to develop its GHG emission significance thresholds, as well as the thresholds themselves, have applicability to Santa Barbara County and represent the best available interim standards for Santa Barbara County (County of Santa Barbara 2010a). However, the BAAQMD's thresholds are defined for operational land use projects and would not be appropriate to apply to construction-generated GHG emissions. Accordingly, they are not used in this analysis to determine the significance of GHG impacts.

While the proposed project would result in emissions of GHGs during construction, there are currently no established thresholds for assessing whether the GHG emissions from construction of a project in the South Central Coast Air Basin, such as the proposed trail project, would be considered

a cumulatively considerable contribution to global climate change; however, all reasonable efforts should be made to minimize a project’s contribution to global climate change. Estimated project-generated GHG emissions and their impact on global climate are addressed below.

Project Specific Cumulative Impacts

a) *Construction.* Construction of the proposed project would result in GHG emissions, which are primarily associated with use of off-road construction equipment and vehicles, and on-road construction and worker vehicles. CalEEMod was used to calculate the annual CO₂E emissions based on the construction scenario described in Section 2.6, Project Description and Section 3.3, Air Quality. Table 3.7-1 presents annual construction emissions in metric tons during 2013.

**Table 3.7-1
Estimated Annual Construction Greenhouse Gas Emissions**

	MT CO ₂	MT CH ₄	MT N ₂ O	MT CO ₂ E
Proposed Project	184.56	0.02	0.00	184.93

Source: See Appendix B for complete results.

MT CO₂ – metric tons carbon dioxide

MT N₂O – metric tons nitrogen dioxide

MT CH₄ – metric tons methane

MT CO₂E – metric tons carbon dioxide equivalent

As shown in Table 3.7-1, the estimated total GHG emissions during construction would be 185 metric tons CO₂E in the year 2013. Additional details regarding these calculations are found in Appendix B. *As project-generated construction GHG emissions would be short-term, lasting approximately eight months, the project would have a less than cumulatively considerable impact on the environment.*

Operation. Proposed project operation would consist of maintenance activities including landscape watering, vegetation control and other trail amenity care and repair, which would involve the temporary use of a light-duty truck that would generate nominal GHG emissions. The proposed project would not increase population that would generate an increase in vehicle trips. The project is designed to minimize use of materials in order to have less impact on the landscape and on natural resources. Local contractors and materials would be used whenever possible, minimizing vehicle miles traveled for the project, thereby minimizing GHG emissions. As part of the project, a cistern would be built to collect storm water runoff and gravity fed to irrigate native tree and shrub plantings, which would reduce project water demand and GHG emissions associated with water supply, treatment, and distribution. Finally, the completed project would facilitate non-motorized forms of transportation, reducing reliance on motor vehicles to access the beach, also minimizing GHG emissions. *As such, the proposed project would result in a less than cumulatively considerable contribution to GHG emissions and global climate change.*

As the proposed trail is located approximately 65 feet above sea level at the lowest elevations along the bluffs, it is not anticipated to be adversely affected by potential sea level rise, which the State of California projects could reach up to a maximum of 55 inches (4.5 feet) by year

2100. Regardless, the sections of trail nearest the bluff face (C-05 to C-07) could be moved inland if the bluff were to fail as a result of sea level rise impacts, such as increased wave uprush and erosion.

- b) The Climate Change Scoping Plan, approved by CARB on December 12, 2008, provides an outline for actions to reduce California's GHG emissions. The Scoping Plan requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. There are several federal and state regulatory measures aimed at the identification and reduction of GHG emissions; most of these measures focus on area source emissions (electrical generation, etc.) and changes to the vehicle fleet (hybrid, electric, and more fuel-efficient vehicles). While federal and state legislation will ultimately reduce GHG emissions associated with the project, no specific plan, policy or regulation would be directly applicable to the project. Furthermore, neither the City of Carpinteria, the County of Santa Barbara, nor the Santa Barbara County APCD have adopted any GHG reduction measures that would apply directly to the GHG emissions associated with the proposed project.

If the project complies with a Qualified Greenhouse Gas Reduction Strategy, the GHG emissions are deemed not significant. A Qualified Greenhouse Gas Reduction Strategy must meet the criteria set forth in the recently adopted §15183.5 of the CEQA Guidelines. No such qualifying plan relevant to the proposed project has been adopted. At this time, therefore, no mandatory GHG regulations or finalized agency guidelines would apply to implementation of this project, and no conflict would occur. *Therefore, the project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

Cumulative Projects Impacts

Cumulative development throughout the Carpinteria Valley would incrementally increase greenhouse gas emissions. However, all new development within Carpinteria and the County must be consistent with the City or County's General Plan/Local Coastal Land Use Plans; as a result, all such development would be within the projections contained in the adopted CAP. Therefore, cumulative development in the Carpinteria Valley will not hinder progress toward attainment of the County's air quality objectives, including greenhouse gas reductions, and cumulative impacts are considered less than significant.

Required Mitigation Measures

No mitigation measures would be required.

Residual Impacts

No residual impacts would occur.

3.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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"/>	<input 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"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, 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"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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"/>	<input type="checkbox"/>
f) 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"/>	<input type="checkbox"/>

Existing Environmental Setting

No hazardous material waste is expected to be encountered in the construction or operation of the proposed trail. The area has no history of dumping and has been highly engineered and extensively disturbance related to construction of Highway 101 and the UPRR.

Environmental Thresholds

Appendix G of the CEQA Guidelines indicates that a project would have a significant impact due to hazards or hazardous materials if it would create a public health hazard, expose people to a potential

health hazard or pose a threat to the environment through the use, production or disposal of materials which pose a hazard. The County's safety thresholds address involuntary public exposure from facilities or activities involving significant quantities of hazardous materials (e.g., oil wells, pipelines, rocket propellants, chlorine, etc.). The County of Santa Barbara Thresholds and Guidelines Manual (2008) identifies that these thresholds do not apply when populations are sporadic, which includes land uses such as hiking trails.

Project Specific Impacts

- a,b) The proposed shared-use path and trail amenities would not use or generate hazardous materials. Therefore, no impacts with regard to the transport, use, accidental release or disposal of hazardous materials would occur. ***No impact would occur.***
- c) No existing or proposed public schools are located within a quarter mile of the project site. Additionally, no known hazardous materials would be kept on-site. Therefore, there would be no impact to adjacent schools from the use or handling of any hazardous materials on the project site. ***No impact would occur.***
- d) The project site is not included on a list of hazardous materials sites. Therefore, the project does not have the potential to expose people to a significant risk as a result of a hazardous materials site. ***No impact would occur.***
- e) The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Access to the proposed trail would be provided via the proposed parking lot at the western end of the trail that connects to Carpinteria Avenue and also at Rincon Beach County Park from Bates Road, both of which are public streets that could be accessed by emergency vehicles and personnel. The Carpinteria-Summerland Fire Protection District will review the proposed project to ensure no interference with emergency response or evacuation would occur during construction or operations. The proposed project is designed to correct unsafe conditions such as those that exist in the current alignment of the Pacific Coast Bikeway along Highway 101 and the common practice of trespassing along the railroad corridor to access Rincon Beach County Park from the City of Carpinteria, thereby, reducing potential emergency events. ***No impact would occur.***
- f) According to the City of Carpinteria's General Plan Fire Hazards Zones Map, the project alignment is located within a moderate fire hazard area (City of Carpinteria 2003). According to the Santa Barbara County's Fire Protection Districts, High Fire Hazard Areas and Flood Hazard Areas Map, the proposed project is not located within a fire hazard area (County of Santa Barbara 2011). The proposed project would not involve the construction of buildings or introduce substantial numbers of people into the area. The proposed project is designed to prevent unwarranted fire hazards to the land and public safety through vegetation control and use of native plant species along the alignment and within the proposed parking area. ***No impact would occur.***

Cumulative Impacts

Cumulative development throughout the Carpinteria Valley would incrementally contribute to hazardous materials/safety impacts. However, based on the analysis above, and with adherence to applicable Objectives and Policies found in the City and County's General Plan/Local Coastal Land Use Plans, the project is not expected to result in any site-specific public health or hazard. The project's contribution to cumulative hazards impacts would not be considerable.

Required Mitigation Measures

Mitigation measures would not be required.

Residual Impacts

No residual impacts would occur.

3.9 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
polluted runoff?					
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Environmental Setting

The majority of the proposed trail route is located along abandoned roadways or old terraced road and rail cuts; most of the area has been mechanically manipulated over the years. A small unsanctioned trail exists in some areas of the proposed trail, including the portion of the proposed trail from the railroad crossing to the Rincon Beach County Park parking lot. At both ends of the trail are pre-existing parking areas; Rincon Beach County Park has a paved lot and at Carpinteria Avenue there is an existing dirt lot which would be improved with permeable paving as part of the proposed project.

The proposed Carpinteria Avenue trail head and parking lot is currently unimproved with an area crowned in the approximate center of the lot for drainage purposes. It is anticipated that the majority of the storm water runoff from the lot enters Highway 101, and then drains onto the southbound freeway on-ramp and ultimately collects into the freeway drainage system. The remaining runoff likely enters Carpinteria Avenue and drains to the southern edge curb line, then west until it enters a drop inlet located within the curb.

The Rincon Beach County Park parking lot has three visible drainage points. An infiltration area is located along the south side of the parking lot and appears to serve the westernmost portion of the parking area, although most of the runoff from this area appears to enter a drop inlet located at the western terminus of the parking area which likely continues draining to the beach below. The eastern portion of the parking area appears to drain from the County property onto Bates Road, where it enters a drop inlet located just north of the park entrance on the west side of the road and into Rincon Creek through the existing storm drain system.

The proposed alignment is not located within a 100-year flood hazard zone, nor is it within a Tsunami Inundation Zone according to the FEMA Flood Insurance Rate Maps and the City of Carpinteria's General Plan Seismic and Slope Stability Hazards Map.

Environmental Thresholds

The City of Carpinteria's Guidelines for the Implementation of the California Environmental Quality Act of 1970, as Amended (1997), states that the following conditions or impacts shall be considered significant:

Hydrology

Flooding

- a) *Significant impacts result if the project would impose flood hazards on other properties.*
- b) *The Municipal Code prohibits development within areas of special flood hazard except under certain circumstances. The policy requires approval by the Floodplain Administrator before construction, development or alteration begins within any area of special flood hazard.*

If the project would result in increased runoff:

- a) *Impacts on hydrologic conditions may be significant because the area available for aquifer recharge is reduced. This may impact well water supplies.*
- b) *There may be significant impacts on stream hydrology if uncontrolled runoff results in erosion and subsequent sedimentation of downstream water bodies.*

Threshold:

- moderate to large-scale projects where grading would occur during rainy season; or
- projects proximate to bodies of water or drainageways.

If project would result in modifications to existing drainage patterns:

- a) *There may be significant impacts on biological communities if drainage patterns are changed.*

Threshold:

- Projects where drainage patterns are influenced such that existing vegetation would decline because long-or short-term soil-plant-water relationships would no longer meet habitat requirements.

- Projects which would result in substantial changes to streamflow velocities.

Water Quality

Pollution/Contamination

- a) Impacts on water quality may result in significant human health and safety impacts.*

Threshold:

- Projects which would generate any amount of highly noxious substance.
- Projects which would generate large amounts of substances which in small amounts are insignificant but are cumulatively hazardous.
- Projects that would result in the deterioration of the quality of a drinking water source.

- b) Impacts on water quality may have significant impacts on biological communities.*

Threshold:

- Projects which would generate, or result in the accumulation of substances which affect health, or cause genetic defects of wildlife either by direct physical contact with contaminated water, or by water quality changes which cause decline in riparian or lacustrine vegetation which provide wildlife habitat.

Project would be significant if it would result in erosion and subsequent sedimentation of water bodies:

Threshold:

- moderate to large-scale grading project (>2,000 cubic yards per graded acre)
- projects that results in loss of vegetation on slopes (e.g., brush management measures).

Project Specific Impacts

a,f) The proposed project has been designed to reduce or minimize the potential for adverse impacts on water quality, including storm water runoff. The proposed trail would result in approximately 5,000 linear feet of both permeable (decomposed granite and pervious concrete) and some impermeable surfaces (concrete), and would include native restoration plantings at graded areas along the alignment, where feasible, as well as a bioswale and storm water cistern at a location below the concrete trail sections to reduce the potential for offsite runoff or localized drainage impacts. The storm water runoff collected in the cistern would be gravity fed to irrigate native tree and shrub plantings during the summer months.

The use of the trail by pets may lead to pet waste contamination of water runoff. Dog feces, if left behind, can contribute to high bacteria counts in runoff water. However, pet waste receptacles with bags will be provided at the trailheads within the parking areas to encourage clean-up by pet owners and trail users.

The proposed project must also meet the standards set out in the City's Storm Water Management Plan. In addition to peak flow reductions and volume reductions, storm water quality requirements must be achieved. During construction, soil, dust, paints and concrete may inadvertently enter the storm water drainage system. A Storm Water Pollution Prevention Plan (SWPPP) covering water quality protection during the construction phase of the project would be required to be prepared and implemented by the applicant pursuant to the National Pollutant Discharge Elimination System (NPDES) State Construction Activities Storm Water General Permit. The General Permit, which is implemented by the State Water Resources Control Board, is required for projects disturbing one acre or more of soil. The SWPPP is required to include BMPs to be implemented during construction to control the discharge of materials from the site, and may include temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets or soil stabilizers. Standard erosion control measures, as identified below, would ensure that the project does not have the potential to result in substantial soil erosion affecting water resources. ***Accordingly, the project's impacts to water quality would be potentially significant without mitigation.***

- b) The project would not significantly deplete groundwater supplies or interfere substantially with groundwater recharge. Given the relatively small size of the alignment (approximately 1.37 acres of trail and 0.14 acres of parking lot) and the use of permeable ground cover and native vegetation restoration where feasible, the project would not significantly interfere with natural groundwater recharge. With respect to groundwater depletion, no new water supply would be required to serve the proposed trail use. The project includes a vegetated bioswale to facilitate additional groundwater recharge in the project area, which is rated within the County of Santa Barbara as having a moderate high groundwater potential (County of Santa Barbara 2011). Cut and fill areas are typically well drained with a very rapid surface runoff (USDA 2011) which will be addressed through project design features and standard storm water and erosion control measures to ensure no adverse effects on existing groundwater supplies will occur from project implementation. ***The project's impact on groundwater supplies would be less than significant.***

- c-e) The project would not substantially alter the existing drainage patterns of the site, nor would it substantially increase the rate of runoff along the alignment due to the use of permeable surfaces wherever feasible, as well as restoration of native vegetation. There are no streams, rivers or waterbodies located along the trail alignment or parking lots. The project includes an on-site bioswale to provide for some storm water retention and treatment; runoff originating from the concrete sections of the trail (sections C-01 through C-04) would also be directed through "v" trench gutters and collected in a 5,000-gallon cistern to provide water for native landscaping during the dry months. Any runoff that leaves the trail's permeable surfaces would be directed to the existing storm drainage infrastructure developed and installed as part of the original

engineered terraces for development of the highway and UPRR corridors. *Impacts on existing drainage patterns would be less than significant.*

- g-i) The proposed project does not include housing units or habitable structures other than minor trail amenities and ancillary support features, such as the proposed pedestrian bridge over the UPRR corridor. Furthermore, according to the City of Carpinteria's General Plan Flood Areas Map, the project is not located within a 100-year or a 500-year flood boundary (City of Carpinteria 2003). According to the Santa Barbara County's Fire Protection Districts, High Fire Hazard Areas and Flood Hazard Areas Map, the proposed project is not located within a 100-year flood hazard overlay (County of Santa Barbara 2011). The project alignment would not be located in the vicinity of a levee or dam. *No flood hazard impacts would occur.*
- j) Inundation by seiche, tsunami or mudflow can result from strong seismic activity. According to the City of Carpinteria's General Plan Fault Map, the Rincon Creek fault is located to the north of the proposed project and the Carpinteria Fault is located to the south (City of Carpinteria 2003). Although the Pacific Ocean is located to the south of the proposed project site, the proposed trail is located at elevations ranging from 40 feet above sea level (section C-09) to 185 feet above sea level (section C-01). Where the trail is aligned along the bluffs (i.e., sections C-05 through C-08) the elevation ranges from approximately 65 to 75 feet above sea level. According to the City of Carpinteria's General Plan Seismic and Slope Stability Hazards Map, the project site is not located within an area of potential tsunami inundation (City of Carpinteria 2003). The proposed project is not located near an enclosed or partially enclosed body of water; therefore, there would not be subject to inundation by seiche. Areas susceptible to debris and mud flows correspond to the areas with a high potential for earthquake-induced landslides. The City of Carpinteria's General Plan Slope Stability Hazards Map indicates that the project is not located within a high landslide potential area or a high rock fall potential area (City of Carpinteria 2003). *Impacts relating to inundation by seiche, tsunami or mudflow would be less than significant.*

Cumulative Impacts

Cumulative development throughout the Carpinteria Valley would incrementally contribute to hydrology and water quality impacts. However, based on the analysis above, and with adherence to applicable Objectives and Policies found in the City and County's General Plan/Local Coastal Land Use Plans, the project's contribution to cumulative water resource impacts would not be considerable and would be further reduced through the implementation of the project specific measures below.

Required Mitigation Measures

- Wat-1 Storm Water Pollution Prevention Plan.** The project has been designed to reduce and retain storm water runoff and maintain infiltration and recharge through implementation of structural and non-structural BMPs (e.g., vegetated bioswale, 5,000-gallon storm

water cistern, permeable pavement and native plant restoration). These storm water system features shall be installed/maintained for the life of the project.

Plan Requirements: A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented and shall include the following elements: identification of potential pollutant sources that may affect the quality of the storm water discharges; the proposed location and design of the structural and non-structural BMPs; a proposed inspection and maintenance program; and a method for ensuring maintenance of all BMPs over the life of the project. The SWPPP shall be submitted to Public Works for review and approval prior to the issuance of grading permits for the project. **Timing:** The storm water features and BMPs shall be installed and operational prior to final inspection for the trail. **Monitoring:** Public Works staff shall site inspect for installation and maintenance in accordance with the approved plan and periodically thereafter to ensure proper maintenance.

Wat-2 Design of a Bioswale System. The project has been designed to provide for an on-site cistern and bioswale intended to treat storm water runoff from the site. The bioswale system shall be designed by a registered civil engineer specializing in water quality or other qualified professional to ensure that the retention time of water and the plants selected are adequate to reduce concentrations of the target pollutants. Local plants sources (i.e., collected from the watershed or propagated from cuttings or seed collected from the watershed) shall be used in the bioswale system unless determined by a P&D-qualified biologist to be infeasible. Invasive plants shall not be used in the bioswale. The bioswale shall not replace existing riparian vegetation or native vegetation unless otherwise approved by a P&D-qualified biologist.

Plan Requirements and Timing: The applicant shall include the bioswale design, including the plant palette and the source of plant material, on the grading and SWPPP, and landscape plans. The plans shall be submitted to CDD/P&D and Public Works for review prior to approval of a grading permit. **Monitoring:** CDD/P&D and/or Public Works shall site inspect for installation.

Wat-3 Erosion and Sediment Control Plan. Best available erosion and sediment control measures shall be implemented and maintained during grading and construction. Best available erosion and sediment control measures may include, but are not limited to use of sediment basins, gravel bags, silt fences, geo-bags or gravel and geotextile fabric berms, erosion control blankets, coir rolls, jute net and straw bales. Construction access points shall be stabilized using gravel beds, rumble plates or other measures to prevent sediment from being tracked onto adjacent roadways. Any sediment or other materials tracked offsite shall be removed the same day as they are tracked using dry cleaning methods.

Plan Requirements and Timing: An erosion and sediment control plan shall be submitted to and approved by Public Works prior to issuance of a grading permit. The plan shall be designed and implemented to address erosion and sediment control during all phases of development of the site. **Monitoring:** Public Works shall perform site inspections throughout construction.

Wat-4 Storage of Construction Materials. Construction materials and waste such as paint, mortar, concrete slurry, fuels, etc. shall be stored, handled and disposed of in a manner which minimizes the potential for storm water contamination.

Plan Requirements and Timing: Bulk storage locations for construction materials and any measures proposed to contain the materials shall be shown on the grading plans submitted to CDD/P&D for review prior to issuance of a grading permit. **Monitoring:** CDD/P&D shall site inspect prior to the commencement of grading and throughout all grading and construction activities.

Residual Impacts

With incorporation of Mitigation Measures **Wat-1 through Wat-4**, residual impacts to hydrology and water quality resulting from potential uncontained storm water runoff or soil erosion and sedimentation during construction would be *less than significant*.

3.10 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Environmental Setting

The Land Use Elements in the City and County’s General Plan/Local Coastal Land Use Plans establish the types and intensities of land uses and guide growth and development within Carpinteria and unincorporated County lands within the Carpinteria Valley. The Land Use Element

is the heart of the Land Use Plan of the two certified Local Coastal Programs (California Coastal Act of 1976, §30108.5); however, other elements of the General Plan are also included as components of the Land Use Plan for the purposes of the Local Coastal Program.

The vision for the City includes qualities the community would like to retain and aspects that could benefit from change. The City and surrounding area enjoy a variety of attractive natural resources including safe, clean beaches, coastal bluffs, a salt marsh, several creeks, a narrow valley and a coastal mountain range. These same features contribute to the environmental qualities of the surrounding County lands.

Highway 101 is located to the north of the proposed trail alignment, with the Pacific Ocean to the south below the Carpinteria bluffs; the UPRR rail corridor bisects the central portion of the trail alignment. Undeveloped bluff open space designated for visitor-serving commercial use (City of Carpinteria 2003) is located adjacent the western terminus of the trail and proposed parking lot, while the Rincon Point residential community is located adjacent the eastern terminus of the trail. The subject parcels are designated Visitor-Serving Commercial (VC) by the City of Carpinteria Land Use Plan and Other Open Land and Recreation by the County of Santa Barbara.

Environmental Thresholds

Neither the City of Carpinteria's Guidelines for the Implementation of the California Environmental Quality Act of 1970, as Amended (1997), nor the County of Santa Barbara Thresholds and Guidelines Manual provide thresholds related to land use and planning. Generally, a potentially significant impact can occur if a project would result in a physical effect related to the checklist questions above.

Project Specific Impacts

- a) The proposed project consists of a shared-use path that would provide safe access from Carpinteria Avenue to Rincon Beach County Park and the Ventura County line. The project site is currently undeveloped with an unsanctioned trail in some areas. The proposed project would not traverse an established community; instead, the project would provide safe, non-vehicular access and connections from neighborhoods in the City of Carpinteria and the County of Santa Barbara, potentially benefiting land uses near the project site. ***No impact would occur.***
- b) The project site within the City of Carpinteria has a General Plan land use designation of Visitor-Serving Commercial (2003) and is zoned Resort. The portion of the project within the County of Santa Barbara is designated as Other Open Land and Recreation and is zoned Transportation Corridor and Recreation (County of Santa Barbara 2010b). The proposed trail is an apt use for the City's and County's vision for the properties within each jurisdiction. With the incorporation of mitigation measures identified in this document to reduce environmental impacts to less than significant levels, the proposed project would not conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project. ***Potentially significant without mitigation.***

- c) No habitat conservation plans or natural community conservation plans apply to the project area. *No impact would occur.*

Cumulative Impacts

The proposed project would not have any negative cumulative impacts involving land use matters. The trail link between Carpinteria and the Santa Barbara/Ventura County line would provide a meaningful route between established communities and would enhance the opportunity for residents and visitors to walk or use bicycles as transportation instead of taking a motor vehicle between the two locations.

Cumulative development throughout the Carpinteria Valley would incrementally contribute to land use impacts. However, based on the analysis above, and with adherence to applicable Objectives and Policies found in the City and County's General Plans/Coastal Land Use Plans, the project's contribution to cumulative land use impacts would not be considerable and would be further reduced through the implementation of the project specific mitigation measures identified in this document.

Required Mitigation Measures

Required or recommended mitigation measures have been identified in the Aesthetics, Air Quality, Biological Resources, Hydrology/Water Quality and Noise sections of this document. There are no additional required mitigation measures addressing Land Use.

Residual Impacts

Residual impacts resulting from land use policy conflicts would be *less than significant* with mitigation incorporated.

3.11 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Environmental Setting

Oil is the only mineral resource known in the Carpinteria Area in significant quantities. At this time, oil mining and extraction activities are limited to offshore drilling and extraction platforms, onshore oil storage facilities, a crew boat base, product transportation terminal and an oil and natural gas processing plant. No other mineral resources are known to exist in the project area.

Environmental Thresholds

Neither the City of Carpinteria's Guidelines for the Implementation of the California Environmental Quality Act of 1970, as Amended (1997), nor the County's Thresholds and Guidelines documents provide thresholds related to mineral resources. The CEQA Guidelines Appendix G thresholds in the checklist above are applied in this analysis.

Project Specific Impacts

a,b)No mineral resources or mineral recovery sites have been identified within the project vicinity. As the proposed project consists of a public shared-use path for alternative transportation and recreational use, the project would not result in the loss of available mineral resources or a mineral recovery site. *No impacts to mineral resources would occur.*

Cumulative Impacts

As the proposed project would not result in impacts to mineral resources, it would not result in a contribution to cumulative impacts to mineral resources. No cumulative impact would occur.

Required Mitigation Measures

No mitigation would be required.

Residual Impacts

No residual impacts would occur.

3.12 NOISE

Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent 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"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above level existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Environmental Setting

The City of Carpinteria and surrounding County of Santa Barbara area are affected by several different sources of noise, including automobile and rail traffic, agricultural and industrial activity, ocean waves and wind, and periodic nuisances such as construction, loud parties and other events. Noise is typically defined as any sound that is undesirable. The level of annoyance that noise causes depends upon several factors including the magnitude of the noise, the duration of the noise event and the time at which the noise event occurs. The major noise sources in the Carpinteria area are transportation related noise sources, including Highway 101, freight and passenger railroad service and major arterial roads.

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment of actual sound power levels to better correlate with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz) (CDPR 2008). In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress.

The City of Carpinteria General Plan/Local Coastal Land Use Plan Noise Contour Maps indicate that the proposed project is located within a 70 dBA noise contour for existing and future conditions (City of Carpinteria 2003). Highway 101 and the UPRR are the predominant noise sources in the project area.

Some land uses are considered more sensitive to noise levels than others, due to the amount of noise exposure (in terms of both exposure time and insulation from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, parks and outdoor recreation areas are generally considered more sensitive to noise than are commercial and industrial land uses (CDPR 2008). As described in Section 3.3 Air Quality, the closest sensitive receptors to the project site are residences in the Rincon Point community with the closest residence to the proposed trail located approximately 180 feet (55 meters) south of trail section C-09. Residences within the Rincon Point community are located south of the trail for approximately 500 feet (152 meters); residential development ends where Rincon Beach County Park starts. Residences north of Highway 101 would not be subject to potential noise generated during project construction or operation as noise would not be audible over highway noise associated with vehicle movement. Carpinteria Avenue and adjacent Highway 101 run along the northern boundary of the commercial land uses located approximately 0.3 miles (483 meters) west of the parking lot proposed on Carpinteria Avenue in section C-01. Similar to land uses north of Highway 101, potential project-generated noise would not be audible over roadway noise. As such, the residences within the Rincon Point neighborhood are the only potentially sensitive receptors.

Environmental Thresholds

Both the City of Carpinteria and County of Santa Barbara prohibit unnecessary, excessive and annoying noises from all sources, be it noise associated with short-term construction activities or long-term use of land. The City's and County's CEQA Guidelines provide thresholds for the analysis of noise impacts. The Guidelines establish both interior and exterior thresholds for noise compatibility, as well as thresholds for construction-related noise generation.

In general, development that would generate noise levels in excess of 65 dBA and could affect sensitive receptors is generally presumed to have a significant impact. In addition, according to the Santa Barbara County Environmental Thresholds Manual (2008), noise generating construction activities within 1,600 feet of sensitive receptors, including schools and residences, is limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday only. Similar limitations on construction hours are applied in the City of Carpinteria when there is the potential to impact sensitive receptors.

Project Specific Impacts

a-c) The project may include noise generation from pedestrian and bicyclists using the proposed trail and from trail maintenance activities. These noises are infrequent and periodic and would not trigger any thresholds of significance. Further, project noise is not expected to be audible over the ambient noise of the adjacent highway and railroad transportation corridors. The project area is located in a 70 dBA noise contour for existing and future conditions, as designated within the City's General Plan/Coastal Land Use Plan.

The existing railroad presents a significant source of ground borne vibration in the project area. The proposed project would not generate any new sources of vibration, and the pedestrian

bridge would be designed to withstand occasional vibrations as a result of passing trains. Further, the vibration would be infrequent and periodic for any trail users.

Rincon County Beach Park is located adjacent to the western boundary of the Rincon Point neighborhood. Noise generated by the addition of a shared-use path would not result in a substantial increase in noise associated with park and recreational use. As the project only proposes lighting at the western parking lot and not along the entire trail alignment, it is anticipated that trail use before sunrise or after dark would be less than during the daytime hours; therefore, potential noise generating activities would be limited to daytime hours.

Project-generated noise and vibration impacts would be less than significant.

- d) Project-generated construction noise would be short term in nature and construction hours and days would be limited to existing County standards. However, to ensure that noise levels would be kept to a minimum and to reduce construction noise near the Rincon Point residential sensitive receptors, the hours of construction and days of the week in which construction may occur would be limited by the application of the County's standard noise condition included as Mitigation Measure Noise-1. Separate mitigation measures that require that all construction equipment be maintained in proper working order and fitted with standard noise reduction features (e.g., mufflers), and that require loud stationary equipment to be buffered from adjacent sensitive receptors have also been incorporated as in mitigation measure Noise-2. Short term impacts would be mitigated by standard conditions which dictate hours of construction activities. ***Impacts would be potentially significant without mitigation.***

Cumulative Impacts

Cumulative development throughout the Carpinteria Valley would incrementally contribute to noise impacts. However, noise analysis for the project indicates that future noise conditions will not exceed the City's or County's established parameters with the identified mitigation. In addition, the measures identified to reduce short term construction noise impacts would reduce the project's contribution to cumulative noise impacts on nearby sensitive receptors. Therefore, cumulative noise impacts would not be considerable.

Required Mitigation Measures

Noise-1 Construction Hours. Construction activity for site preparation and for future development shall be limited to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday. No construction shall occur on State holidays (e.g. Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities are not subject to these restrictions.

Plan Requirements: Two signs stating these restrictions shall be provided by the applicant and posted on-site at each end of the proposed trail. ***Timing:*** Signs shall be in place prior to the beginning of and throughout all grading and construction activities.

Monitoring: Grading Inspectors shall spot check and respond to complaints.

Noise-2 Construction Equipment. All construction equipment with engines must have original manufacturer’s approved muffling devices.

Plan Requirements: Plans shall indicate the requirement of OEM muffled equipment.

Timing: This condition applies when any engine driven equipment is in use at the project site during construction. **Monitoring:** Grading Inspectors shall spot check and respond to complaints.

Residual Impacts

With incorporation of mitigation measures **Noise-1 and Noise-2**, residual noise impacts on nearby sensitive receptors during construction would be *less than significant*.

3.13 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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"/>	<input 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"/>	<input 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"/>	<input type="checkbox"/>

Existing Environmental Setting

Carpinteria is a city of approximately 13,000 residents and covers a land area of approximately 2.7 square miles. The project site is currently undeveloped. City of Carpinteria or County of Santa Barbara staff would provide maintenance of the proposed trail. No housing is currently present on the project site, nor is the site designated for residential uses.

Environmental Thresholds

Neither the City of Carpinteria nor the County of Santa Barbara’s Guidelines for the Implementation of the California Environmental Quality Act provide thresholds related to population and housing. The CEQA Guidelines Appendix G thresholds listed above are applied in this analysis.

Project Specific Impacts

a-c) The proposed project is not anticipated to result in an increase in population for the City of Carpinteria or the County of Santa Barbara. The proposed project does not include the demolition of existing housing, construction of new housing or displacement of people. The proposed project would generate short-term employment opportunities during construction of the trail. Given the temporary duration of project construction of approximately eight months and availability of construction workers within Santa Barbara County and Ventura County, it is unlikely to generate a significant increase in population and/or new development that could result in a significant impact to the environment. The proposed trail maintenance would be performed by existing City of Carpinteria or County of Santa Barbara parks and recreation/maintenance staff. There would be no increase in part or full-time staff equivalents. *Therefore, no project impacts on population or housing would result.*

Cumulative Impacts

Cumulative development throughout the Carpinteria Valley would incrementally contribute to population and housing impacts. However, as the project would not generate population or develop housing, the project would not contribute to cumulative population and housing impacts resulting from related project development identified in Figure 6, Cumulative Projects.

Required Mitigation Measures

No mitigation measures would be required.

Residual Impacts

There would be no residual impact.

3.14 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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:					
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Environmental Setting

Fire. Under the Fire Protection Law of 1961, the Carpinteria Planning Area is serviced by the Carpinteria-Summerland Fire Protection District. This District covers 40 square miles along the Pacific Ocean including land area within the City and the County. The District is bordered on the east by the Santa Barbara/Ventura County line and to the west by the community of Montecito. This District provides the Carpinteria Valley with adequate staff and facilities to serve the area in the event of a fire or emergency. There are currently two fire stations that serve the area: one in the City (Walnut Avenue) and one in Summerland. Current response times range from three minutes to five minutes. All fire fighters (full-time and reserves) have EMT-1 training (City of Carpinteria 2003).

Wildland or brush fires are defined as those fires occurring in undeveloped areas commonly covered by heavy vegetation, typically in the hills and canyons. The Santa Barbara County Fire Department generally responds to wildland fires outside the urban limit zone defined by the Carpinteria-Summerland Fire Protection District (City of Carpinteria 2003).

Police. Law enforcement services within the incorporated City of Carpinteria are provided by the Santa Barbara County Sheriff's Department.

Schools. Schools within the Carpinteria Planning Area are administered by the Carpinteria Unified School District, which includes Aliso Elementary School, Canalino Elementary School and Canalino Preschool, Carpinteria High School, Carpinteria Middle School, Carpinteria Family

School, Carpinteria Children's Project at Main, Rincon High School and Summerland Elementary School (CUSD 2011).

Parks. Carpinteria has approximately 97.96 acres of City parks within the City boundary. Carpinteria State Beach is also within the City boundary. Various County parks in the area include Rincon Beach County Park and Toro Canyon Park.

Environmental Thresholds

The City of Carpinteria's Guidelines for the Implementation of the California Environmental Quality Act of 1970, as Amended (1997), does not provide thresholds related to public services. The County of Santa Barbara's Environmental Thresholds and Guidelines Manual includes public safety thresholds; however, the guidelines state use of these thresholds are not applicable when transitory populations are considered to be sporadic or often absent, such as in the case of the proposed multi use trail where the infrequent presence of people renders a conclusion of significance as overly speculative. In addition, the County's manual includes an interim threshold for schools, which generally mirrors the CEQA Guidelines Appendix G thresholds listed above, which are applied in this analysis.

Project Specific Impacts

a-i) According to the City of Carpinteria's General Plan Fire Hazards Zones Map, the project site is located within a moderate fire hazard area (City of Carpinteria 2003). Carpinteria – Summerland Fire Protection District Fire Station #1, located at 911 Walnut Avenue, approximately two miles west of the project site, is the closest fire station to the project site and has primary responsibility for responding to emergencies (Carpinteria – Summerland Fire Protection District 2011). The proposed project would not involve the construction of buildings or introduce substantial numbers of people into the area. The proposed project would also not require the construction of new fire facilities to accommodate the proposed trail and amenities. Further, the project may help reduce the fire danger from the current setting as proposed native plantings, vegetation control and fire-resistant project materials would be less prone to fire danger than the currently dry and unmaintained vegetation sources on-site. ***Less than significant impact to fire services.***

a-ii) The proposed project is not anticipated to require the construction of new police facilities. The Santa Barbara County Sheriff's Department, Carpinteria Station, is located at City Hall at 5775 Carpinteria Avenue, approximately 1.3 miles west of the project site (Santa Barbara County Sheriff's Department 2011). The proposed project would not result in the construction of new buildings that could present unique challenges for police protection services on-site or result in an increase in population that would warrant the construction of new facilities to provide adequate police protection services. The trail would permit more convenient patrol of the project area by Park Rangers and County Sheriff personnel, resulting in a potential benefit to police protection. ***Less than significant impact to police services.***

a-iii) The proposed project is not anticipated to generate an increase in population that would have an adverse effect on existing schools or warrant the construction of new or expanded schools. ***Therefore, there would be no impact related to the development of new school facilities.***

a-iv) The proposed project is not anticipated to generate an increase in population that would warrant the construction of additional new parks. The proposed project would provide a safe connection from Carpinteria Avenue to Rincon Beach County Park, thereby increasing the ease of pedestrian and bicycle access to the County Park, which is an objective of the proposed project. As the project would facilitate safe access to the County Park, it is anticipated to increase recreational use of the Rincon Beach County Park and the Carpinteria Coastal Vista Trail system. However, the increased use is not anticipated to result in the degradation of Rincon Beach County Park, other nearby parks, trails or associated recreational facilities and amenities.

The proposed project would require additional and occasional trail maintenance. Initially, the landscape areas would require weed management and irrigation during the dry months, although irrigation water would be provided in part by water collected in the proposed cistern when available. Park design attributes such as the use of native plants would help to reduce costs associated with watering and plant care. Annual estimated maintenance costs are expected to be minimal. ***No impact to park resources would occur.***

a-v) As a trail, the proposed project is not anticipated to generate an increase in population that would increase the demand for any other public facilities. ***There would be no impact.***

Cumulative Impacts

Cumulative development throughout the Carpinteria Valley would incrementally contribute to public service impacts. However, current and future projects proposed in the City of Carpinteria and County of Santa Barbara will be required to pay Development Impact Fees (DIFs) and all special district fees. The proposed project would not result in significant impacts to public services. As such, the proposed project would not result in a cumulatively considerable impact to public services.

Required Mitigation Measures

No mitigation would be required.

Residual Impacts

There would be no residual impact.

3.15 RECREATION

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Environmental Setting

The City of Carpinteria Parks and Recreation Department’s recent history of park and trail development dates back to 1985. In January 2010, the Carpinteria City Council approved the 2010 Parks Department Work Plan, which included plans to complete the Rincon segment of the Carpinteria Coastal Vista Trail. As of December 2010, two miles of the Carpinteria Coastal Vista Trail have been constructed, with approximately three miles expected to be completed by 2014 (Coastal Conservancy 2010). The proposed trail would link the City’s trail and an existing County Park with a parking lot that can be very crowded on summer weekends when beach use is high. The proposed trail would provide a safe route for alternative transportation between the City and the County Park.

There are several types of recreation-oriented open space in the project vicinity, including areas that are located in and maintained by the City, private entities, and state or county agencies.

- Public parks: state, county and local
- Natural areas publicly owned or privately owned with public access easements
- Undeveloped vacant lots, privately owned
- Privately owned recreational facilities
- School playgrounds and ball fields;
- Trails: equestrian, bicycle, jogging and walking, and
- Coastal access and beaches.

Carpinteria has approximately 97.96 acres of City parks within the City boundary. Carpinteria State Beach is also within the City boundary. Carpinteria offers a variety of opportunities for coastal recreation. Downtown shops and restaurants draw visitors, as well as opportunities for surfing, fishing, bird watching, wildlife viewing and walking on nearby beaches. A number of special events take place in the Carpinteria area each year, including the Carpinteria Triathlon, the California Avocado Festival and the Rincon Classic Surf Competition. Carpinteria is a city of approximately 13,000 people, with close to two million visitors a year due to the popularity of the area's beaches, parks and campground. The State Beach facilities are primarily used by out-of-town campers and local residents share the beachfront picnicking, restrooms and beach day use area (City of Carpinteria 2003).

The City of Carpinteria has a total of 4.1 bikeway miles, including 3.6 miles of formal street bikeway facilities and 0.5 miles of off-street bikeway facilities. Walking to recreational sites promotes direct interface with the physical environment as well as ecologically benefiting the community. Class I bikeways are trails or paths that have entirely separate rights-of-way from automobile roadways for the use of bicycles and pedestrians. The paths minimize crossflow with vehicle traffic and can be located in parks, recreational areas or road rights-of-way if such width permits (City of Carpinteria 2003). The proposed shared-use path would be designed as a Class I Bikeway for the exclusive use of bicycles and pedestrians.

The City is in the process of completing an Open Space Management Plan for the City-owned Carpinteria Bluffs Nature Preserve and Tar Pits Park properties (Coastal Conservancy 2010). The Open Space Management Plan includes a public access element and lays out the City's vision for completion of the larger Carpinteria Coastal Vista Trail. In the meantime, the City has pursued completion of other segments of the Carpinteria Coastal Vista Trail, all of which have undergone extensive public hearings to receive Coastal Development Permits.

In 2009, the City completed a Coastal Access Feasibility Study to analyze the feasibility of new sanctioned access points to connect Carpinteria's beaches and coastal resources with the rest of the community, determine potential railroad crossing locations, refine and prioritize options based on public input and create an implementation plan (City of Carpinteria 2009). The study was needed because of the "barrier effect" of the rail corridor on the City, the increased public use of the coast, the level of current and predicted passenger and freight train traffic with increased potential risk of conflict at uncontrolled crossings, the limited number of sanctioned crossings and the hazardous practice of pedestrians trespassing over the railroad tracks to reach coastal destinations. The study has resulted in a number of specific recommendations and preliminary designs for crossings, including the proposed crossing in the Coastal Vista Trail Rincon segment.

The proposed Carpinteria Rincon Trail segment of the Carpinteria Coastal Vista Trail will ultimately connect with the Carpinteria Bluffs Nature Preserve portion of the trail constructed in 2004. This segment was constructed as a condition of the Coastal Development Permit for the Preserve allowing development of a parking area, baseball fields and restroom building (Coastal Conservancy 2010). The Carpinteria Bluffs Nature Preserve trail segment was planned and built to

connect to the subject Carpinteria Rincon Trail segment and bridge across UPRR now proposed to create a nearly contiguous trail.

Environmental Thresholds

The City of Carpinteria and County of Santa Barbara Guidelines for the Implementation of the California Environmental Quality Act do not provide thresholds related to impacts to recreation from development of new recreational amenities. The CEQA Guidelines Appendix G thresholds listed above are applied in this analysis.

Project Specific Impacts

a,b) The proposed project includes a shared-use path for walking or biking. The proposed trail would connect an existing segment of the California Coastal Trail between the Carpinteria Bluffs Nature Preserve, which includes several miles of interconnected coastal bluff open space trails, and Rincon Beach County Park with one mile of blufftop trail. As the Rincon segment will expand the Carpinteria Coastal Trail System and would connect the City of Carpinteria with Rincon Beach County Park and points east and west along the Pacific Coast Bikeway, it would provide additional recreation and access opportunities along the Santa Barbara coastline. The project would provide a safe, direct and scenic coastal pedestrian and bike trail link to Ventura County paralleling Highway 101 and would formalize one railroad overcrossing along this segment, providing for safe access to the coast. Therefore, no adverse impacts to recreation resources would occur; rather, a beneficial impact would result from the provision of additional recreation opportunities in the community. *No impact would occur.*

Cumulative Impacts

Cumulative development throughout the Carpinteria Valley would incrementally contribute to recreation impacts. However, the proposed project would result in a beneficial impact to recreation resources and therefore, would not have a cumulatively considerable impact on recreation.

Required Mitigation Measures

Mitigation would not be required.

Residual Impacts

The proposed project would result in a beneficial impact to recreation. No residual impacts would occur.

3.16 TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
a) Conflict with any applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated road or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Environmental Setting

The City of Carpinteria is situated along the California coast where the Santa Ynez Mountains meet the Pacific Ocean; Highway 150, Highway 101 and UPRR all intersect in the southeastern entrance to the Carpinteria Valley near the Ventura County/Santa Barbara County line. The intensive transportation infrastructure improvements in this location included planning a bicycle route along the highway shoulder, but there is no other alternative access route between the City of Carpinteria

and the Ventura County line. The proposed Carpinteria Rincon Trail will provide an important connection in this area and will link the two regions of Ventura County and Santa Barbara County, particularly when the Class I Bikeway along the southbound Highway 101 shoulder is completed between Rincon State Beach Park and Mussel Shoals in Ventura County.

Access between the City of Carpinteria and Rincon Beach County Park has primarily been provided by Highway 101, though the distance between the two destinations is only approximately one mile. The use of Highway 101 requires a motor vehicle or bicycle to travel along the highway shoulder. Many bicyclists and pedestrians use the railroad as an alternative route, as evidenced by the well-worn, unsanctioned trail that is present along the railroad tracks connecting Carpinteria residents and Carpinteria State Beach visitors with Rincon Beach County Park. The railroad corridor, however, presents a public access and safety concern equal to or greater than travel along the highway shoulder.

The proposed Carpinteria Rincon Trail would extend from the east end of Carpinteria Avenue to Rincon Beach County Park along abandoned roadways or old terraced road and rail cuts. A small unsanctioned trail exists in some areas of the proposed trail, including the portion of the proposed trail from the railroad crossing to the Rincon Beach County Park parking lot. At both ends of the trail are pre-existing parking areas; Rincon Beach County Park has a paved lot and at Carpinteria Avenue there is an existing dirt lot, which would be improved with permeable paving and lighting as part of the proposed project.

Environmental Thresholds

The threshold for traffic impacts is the same in both the City of Carpinteria and the County of Santa Barbara. The threshold determines whether a project may cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. The threshold criteria assume that an increase in traffic that creates a need for road improvements is substantial. The increase in traffic is measured in several ways including the levels of service (LOS) at affected intersections, the effect of proposed project access on existing traffic circulation and the safety of a roadway operating with additional project traffic.

The impacts of project-generated traffic are assessed against the following thresholds. A significant traffic impact occurs when:

- a. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below or sends at least 5, 10 or 15 trips to an intersection operating at Level of Service (LOS) F, E or D, respectively.

LEVEL OF SERVICE (including project)	INCREASE IN V/C GREATER THAN
A	0.20
B	0.15
C	0.10
	OR THE ADDITION OF
D	15 trips
E	10 trips
F	5 trips

- b. Project access to a major road or arterial road would require a driveway that would create an unsafe situation, or a new traffic signal or major revisions to an existing traffic signal.
- c. Project traffic would utilize a substantial portion of an intersection’s capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90 and 0.01 for intersections operating at anything lower.

If the above thresholds would be exceeded, construction of improvements or project modifications to reduce the levels of significance to insignificance would be required.

A traffic study is generally required when it appears that the thresholds of significance identified above would be exceeded. In almost all cases where trip generation during the peak hour is expected to exceed 100 vehicles, a traffic study will be required. As the proposed project is not anticipated to exceed 100 vehicles during the AM or PM peak hour, a traffic study for this project is not required.

Project Specific Impacts

- a) Construction of the proposed project would generate haul truck trips and construction employee vehicle trips to and from the project site. Fill would be accomplished with on-site cut material. Haul trucks with an approximately 16 cubic yard capacity would export excess cut to the closest disposal site. Heavy truck trip generation would be around 20 heavy truck trips (10 truckloads) a day during the grading and excavation phase of the project. With the exception of the pedestrian bridge delivery, which would be delivered by truck, no major material import or export in one day or within a short time period is anticipated. Instead, haul trucks trips exporting excess cut material would occur throughout the grading phase. Traffic generated during construction would be temporary, lasting the duration of construction, which would be less than one year. ***Construction traffic would be short term and less than significant.***

The Carpinteria Rincon Trail segment would reduce vehicle trips and encourage bicycle and pedestrian modes of transportation to access popular coastal destinations. The project would

provide a safe, direct and well-maintained coastal pedestrian and bike trail link between Carpinteria and Ventura paralleling Highway 101 and would formalize one railroad crossing along this segment, providing for safe access to the coast. Positive benefits would include a reduction in vehicle trips from Carpinteria residents and visitors who travel between the City of Carpinteria and Rincon Beach County Park. Since no dedicated pedestrian or bicycle amenities exist currently between these two destinations, many use vehicles even for short trips. The proposed project would encourage non-vehicle travel between these two locations, thus reducing vehicle trips and minimizing the impacts of vehicles in the community and parking at Rincon Beach County Park. ***No operational traffic impacts would occur.***

- b) The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program system. The guidelines set forth in the current Congestion Management Program state that a project should be evaluated for potential impacts if total trip generation exceeds 50 peak hour trips or 500 daily trips. As the project would not generate enough peak hour or total daily trips to exceed either of these thresholds, no further analysis is required. ***The project's impacts to the Congestion Management Program system would be less than significant.***
- c) The proposed project would not result in a change in air traffic patterns. ***No impact would occur.***
- d) The proposed shared-use path is not expected to create new or increased motor vehicle traffic or result in a hazardous road condition. Bicyclists using the proposed trail would most likely access this portion of the regional traffic network by bike. Pedestrian trail users may access the trail by car, utilizing the proposed parking lot at the west end of the trail or the existing Rincon Beach County Park parking lot at the east end of the trail. The proposed trail and parking lot are not anticipated to result in a hazardous design feature or an incompatible use. ***Impacts would be less than significant.***
- e) The project would include enhancement of a parking lot at the terminus of Carpinteria Avenue that would provide access to a 12-foot wide trail composed of concrete or decomposed granite. The 12-foot trail width would accommodate emergency vehicle access to the project area. To provide for emergency vehicle turn-around north of the UPRR bridge crossing, the trail would be extended approximately 50 feet to the west of the bridge along the existing terrace located in section C-04. Development of the proposed project would increase emergency access to the project area. ***Impacts would be less than significant.***
- f) The project consists of a shared-use path that would connect Carpinteria Avenue to Rincon Beach County Park and the Ventura County line, thereby having a beneficial impact to pedestrian and bicycle travel as it would create a safe access route in an area that currently lacks safe modes of non-vehicle transit. Safe, well-maintained trails and other street improvements encourage pedestrian transportation. The proposed shared-use path is expected to attenuate

vehicle trip levels in the area by encouraging residents and visitors to access Rincon Beach County Park and the Carpinteria Bluffs by non-vehicular means. *No impact would occur.*

Cumulative Impacts

Cumulative development throughout the Carpinteria Valley would incrementally contribute to traffic impacts. However, the proposed project would reduce vehicle trips and encourage bicycle and pedestrian modes of transportation to access popular coastal destinations. Accordingly, the proposed project would not degrade the nearby intersections' levels of service by any significant level or affect roadway capacity. Therefore, the project's contribution to cumulative transportation and traffic impacts would not be considerable.

Required Mitigation Measures

Mitigation would not be required.

Residual Impacts

No residual impacts would occur.

3.17 UTILITIES AND SERVICES SYSTEMS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available from existing entitlements and resources or create the need for new or expanded entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
provider's existing commitments?					
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Environmental Setting

Water Service. Water is supplied by the Carpinteria Valley Water District through line and storage facilities controlled by the District. The District connected to State water in November of 1997 (City of Carpinteria 2003). There are no water lines adjacent to or underlying the project area. Water and wastewater service is currently provided at Rincon Beach County Park.

Wastewater Service. Wastewater collection and treatment services are managed by the Carpinteria Sanitary District. This community-wide service agency has the obligation of operating and maintaining this system for the transmission, treatment and disposal of sewage generated within this area. The Carpinteria Sanitary District is also responsible for providing treatment to the level necessary to meet various discharge requirements set by the Regional Water Quality Control Board and other State and Federal agencies. Currently, service is provided to areas both within and outside the limits of the City. Sewage generated in this area is conveyed through district lines to the treatment facility located between Olive and Oak Avenues, south of 6th Street and adjacent to the railroad tracks (City of Carpinteria 2003).

Solid Waste Disposal. Solid waste produced in the City of Carpinteria is collected by E.J. Harrison and Sons, Inc., located in Ventura. E.J. Harrison and Sons, Inc. provides solid waste collection and disposal for all residential, commercial and industrial areas in the City. Once collected, the solid waste is transported to the Gold Coast Material Recovery Facility and the residual is ultimately deposited in the Toland landfill in Ventura County (City of Carpinteria 2003).

Environmental Thresholds

Neither the City of Carpinteria nor County of Santa Barbara Guidelines for the Implementation of the California Environmental Quality Act provide thresholds related to utilities and service systems. The CEQA Guidelines Appendix G thresholds listed above are applied in this analysis.

Project Specific Impacts

a,b,e) The proposed project is a shared-use path that would be used primarily for bicycle and pedestrian travel. The project would not include the use of septic systems or alternative

wastewater disposal systems; therefore, the proposed project is not anticipated to generate a need for new or altered sewer system facilities. Effluent generated by users of the proposed trail would be serviced by existing facilities at the Rincon Beach County Park. The proposed project would not adversely affect the wastewater treatment provider's ability to serve existing commitments. ***Potential impacts related to sewer system facilities would be less than significant.***

- c) The project would not substantially alter the existing drainage patterns of the site, nor would it substantially increase the rate of storm water runoff along the alignment due to the use of permeable surfaces wherever feasible, as well as restoration of native vegetation. The project includes an on-site bioswale to provide for some storm water retention and treatment; runoff originating from the concrete sections of the trail (sections C-01 through C-04) would be directed through "v" trench gutters and collected in a proposed 5,000-gallon cistern to provide water for native landscaping during the dry months. Any runoff that leaves the impermeable surfaces of the trail would be directed to the existing storm drainage infrastructure developed and installed as part of the original engineered terraces for development of the highway and UPRR corridors. This project would not require additional storm water drainage facilities. ***Potential impacts related to storm water system facilities would be less than significant.***
- d) The proposed project would not require new water supply to serve the trail and its supporting facilities; minimal water would be required for landscape irrigation and maintenance purposes. Following restoration and during the plant establishment period, native plants would require regular irrigation during the dry season until they are established; approximately one to two years. The Carpinteria Valley Water District releases an annual report which assesses its water supply and indicates the District has excess water to meet the demands of all lands within the District's jurisdiction into the foreseeable future (CDPR 2008). A minimal amount of water would be required during construction of the proposed trail for fugitive dust control during earthwork activities. Furthermore, project construction is not anticipated to adversely affect or disrupt water service. The total amount of water required during construction and operation of the project would not impact the availability of water to the District's service area. ***Impacts would be less than significant.***
- f, g) The proposed project consists of a shared-use path that would not generate a substantial amount of solid waste that would adversely affect landfill capacity or would breach national, state or local standards. Solid waste generated by the use of the trail would be limited to trash and recycling materials deposited in the waste receptacles provided at the proposed parking lot. Existing waste and recycling receptacles are provided at Rincon Beach County Park. ***Impacts would be less than significant.***

Cumulative Impacts

Cumulative development throughout the Carpinteria Valley would incrementally contribute to utility and service impacts. However, as the proposed project would result in less than significant or

no impacts to utilities and service systems, it would have a less than cumulatively considerable contribution to cumulative impacts.

Required Mitigation Measures

No mitigation would be required.

Residual Impacts

No residual impacts would occur.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a) As discussed in this document, development of the proposed project would have the potential to degrade the quality of the environment from removal of native habitat communities during grading and construction activities without the incorporation of the identified biological resources mitigation measures. With these identified measures, the project is not anticipated to

have significant environmental effects that would substantially degrade any habitat area or sensitive species. Based on the Phase 1 Cultural Resources Study and the analysis contained in this document, the project would not eliminate important examples of the major periods of California history or prehistory.

- b) Based on the analysis contained in this document, the project would not represent a considerable contribution to any cumulative impact.
- c) As presented in this document, the project has the potential to degrade the quality of the environment in several issue areas including Aesthetics, Air Quality, Biological Resources, Hydrology/Water Quality and Noise without the incorporation of the identified mitigation measures. With the incorporation of mitigation measures, the project is not anticipated to have substantial environmental effects that would adversely affect human beings. As proposed, the project would also result in beneficial effects in the issue areas of Recreation and Safety.

3.19 PROJECT ALTERNATIVES

No significant unmitigable impacts were identified; therefore, identification of project alternatives is not required.

Authority cited: Sections 21083 and 21087 21083.05, Public Resources Code. Reference: Section 65088A, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296 (1988); *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337 (1990); *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.AppAth 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.AppAth at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.AppAth 656.

Section 4: References, Contacts and Preparers

The following information sources have been referenced in preparation of this Draft MND and will be made available for review upon request at the City offices located at 5775 Carpinteria Avenue in Carpinteria:

- 14 CCR 15000–15387 and Appendix A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.
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4.1 Agencies and Persons Consulted

Jackie Campbell, Director, City of Carpinteria Community Development Department. 2012. Personal communication.

Matthew Roberts, Director, City of Carpinteria Parks and Recreation Department. 2011. Personal communication.

L. Ballard, Local Carpinteria Botanist. 2011. Personal communication.

4.2 Preparers

Dudek

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Jennifer Pace, Deputy Project Manager/ Air Quality & Greenhouse Gas Emissions

Jonathan Leech, QA/QC

John Davis, IV, Biological Resources

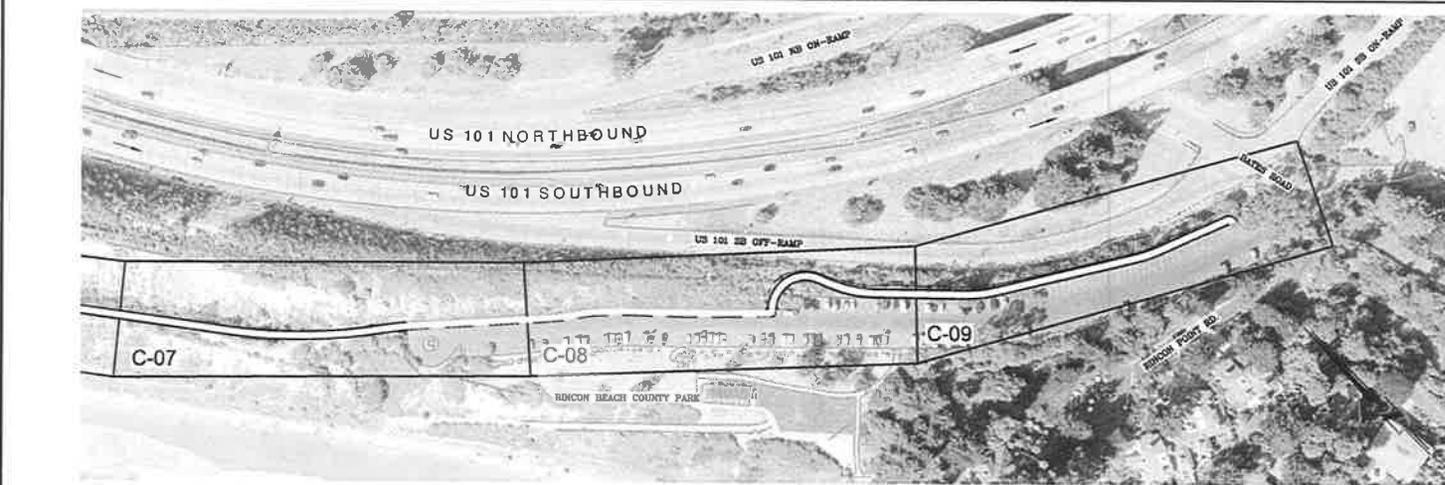
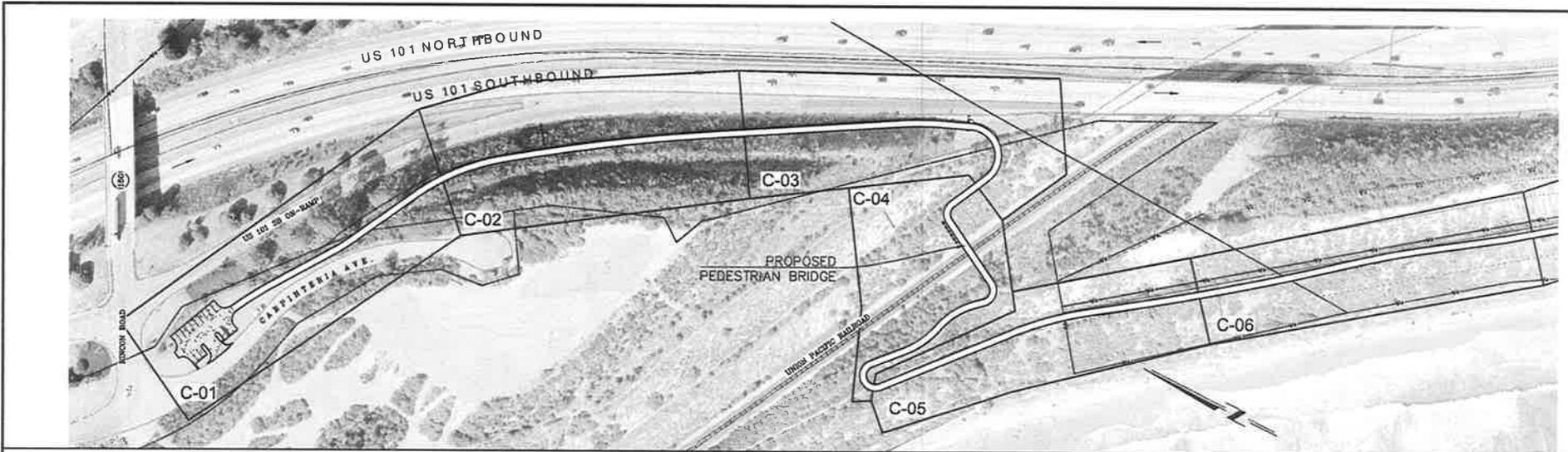
Dave Compton, Biological Resources

David Stone, RPA, Cultural Resources

Kenneth Victorino, Cultural Resources

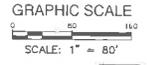
APPENDIX A

Project Engineering and Landscape Plans



KEY MAP
SCALE: 1"=80'

NOTE:
PROPERTY LINES ARE SHOWN PER INFORMATION FROM BENNER & CARPENTER. FURTHER RESEARCH IS NEEDED TO VERIFY PROPERTY LINES AND OWNERSHIP.



REV. NO.	DATE	DESCRIPTION	APP'D	DATE
REVISIONS				

DESIGN: TCE & CB
DRAWN: GB & NSL
CHECKED: TCE
LINE IS 3/8" INCHES AT FULL SIZE
IF NOT 3/8" - SCALE ACCORDINGLY



DUDEK
Dudek & Associates, Inc.
631 Chapala Street, Santa Barbara, CA
93101 805.963.0851 Fax 805.963.3374

PRELIMINARY DESIGN
NOVEMBER 3, 2008
NOT FOR CONSTRUCTION

G-02

CITY OF CARPINTERIA
PARKS & RECREATION
RINCON BEACH MULTI-USE TRAIL
LAYOUT MAP
PRELIMINARY

SCALE: HORIZONTAL: AS NOTED DATE: 11/03/08 SHEET 2 OF 12
VERTICAL: AS NOTED



LOCATION MAP
NOT TO SCALE

CITY OF CARPINTERIA, CALIFORNIA

RINCON BEACH MULTI-USE TRAIL



VICINITY MAP
NOT TO SCALE

SHEET INDEX

SHEET NO.

1	G-1	TITLE SHEET, LEGEND, SYMBOLS, ABBREVIATIONS
2	G-3	LAYOUT MAP
3	C-1	PLAN AND PROFILE (STA 0+00 - STA 5+00)
4	C-2	PLAN AND PROFILE (STA 5+00 - STA 10+00)
5	C-3	PLAN AND PROFILE (STA 10+00 - STA 15+00)
6	C-4	PLAN AND PROFILE (STA 15+00 - STA 20+00)
7	C-5	PLAN AND PROFILE (STA 25+00 - STA 25+50)
8	C-6	PLAN AND PROFILE (STA 25+50 - STA 31+00)
9	C-7	PLAN AND PROFILE (STA 31+00 - STA 36+50)
10	C-8	PLAN AND PROFILE (STA 36+50 - STA 42+00)
11	C-9	PLAN AND PROFILE (STA 42+00 - STA 46+49.62)
12	C-10	CROSS SECTIONS STA 4+00 AND STA 9+00 & EARTHWORK VOLUME SUMMARY

ABBREVIATIONS

AC	ASPHALTIC CONCRETE	HORIZ	HORIZONTAL
BC	BEGIN CURVE	PVI	POINT OF VERTICAL INTERSECTION
BVCE	BEGIN VERTICAL CURVE STATION	STA	STATION
CL	CENTERLINE	TYP	TYPICAL
CY	CUBIC YARD	VC	VERTICAL CURVE
DG	DIRT GROUND	VERT	VERTICAL
EC	END CURVE	W/	WITH
EVCE	END VERTICAL CURVE STATION		
EX	EXISTING		
FCL	CHAIN LINK FENCE		

UTILITIES

ELECTRIC:	SOUTHERN CALIF. EDISON	963-3671
TELEPHONE:	GTE	963-5588
CABLE TV:	COX COMMUNICATION	683-7751
GAS:	SOUTHERN CALIF. GAS CO	964-7551
WATER:	CARPINTERIA VALLEY WATER DISTRICT	684-2816
SEWER:	CARPINTERIA SANITARY DISTRICT	684-7214

BENCH MARK

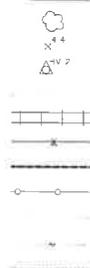
95-2 & 95-3, CARPINTERIA AVE, CARPINTERIA, CA

LEGEND

DESCRIPTION

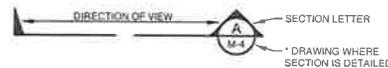
EXISTING TREE OR BRUSH
EXISTING SPOT ELEVATION
SURVEY CONTROL TARGET
EXISTING CONTOUR
EXISTING RAILROAD
EXISTING FENCE
PROPOSED RETAINING WALL
PROPOSED FENCE
RIGHT OF WAY
PROPERTY LINE
DAYLIGHT

SYMBOL



CROSS REFERENCING SYSTEM

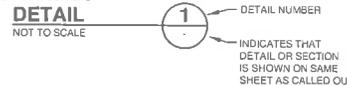
(1) A SECTION CUT ON DRAWING M-3 IS IDENTIFIED AS FOLLOWS:



(2) ON DRAWING M-4 THE SECTION IS IDENTIFIED AS FOLLOWS:



(3) DETAILS ARE CROSS REFERENCED IN A SIMILAR MANNER TO THAT OF SECTIONS EXCEPT DETAILS ARE ASSIGNED NUMBERS RATHER THAN LETTERS



AERIAL PHOTO 07/07/07 BY GOLDEN STATE AERIAL, INC
SAN LUIS OBISPO, CA

G-01

REV. NO.	DATE	DESCRIPTION	APPROV.	DATE
REVISIONS				

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CHECKED: TCE

LINE IS 1/8" INCHES
AT FULL SIZE
IF NOT 1" = SOME EQUIVALENT

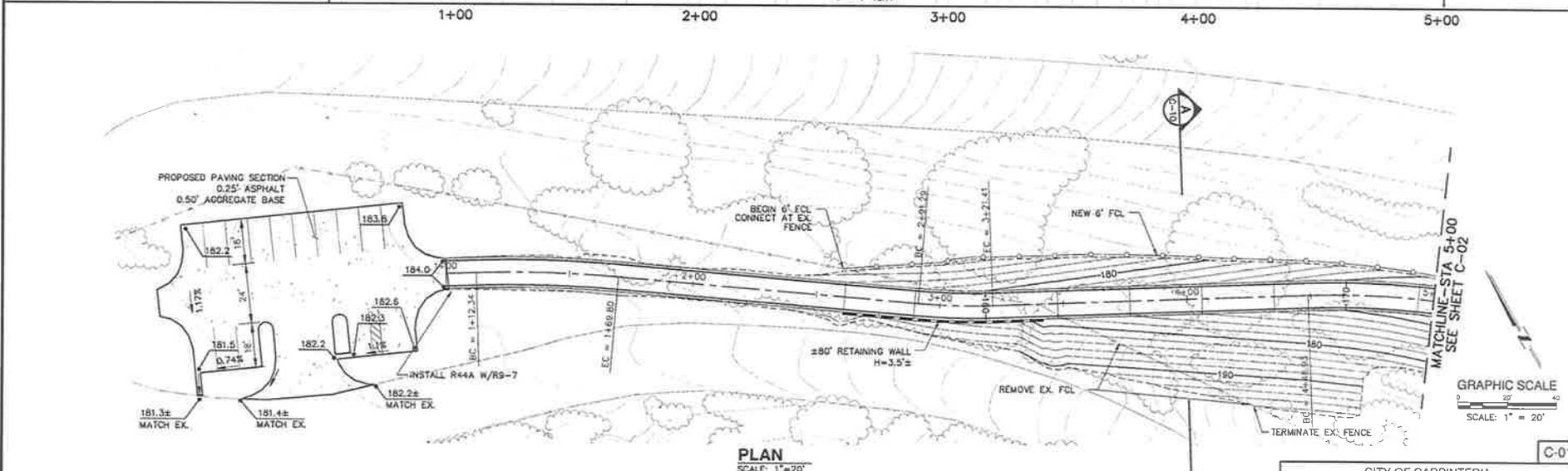
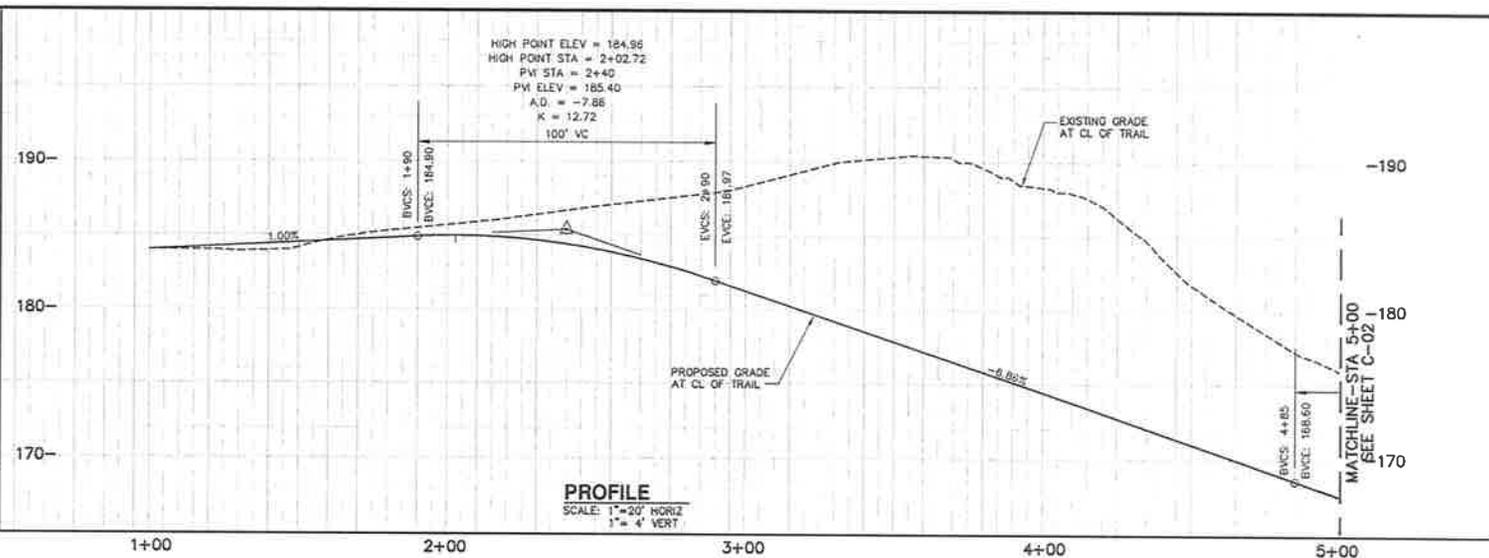
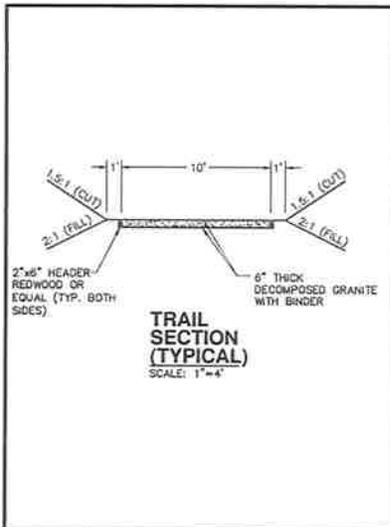
DUDEK
Dudek & Associates, Inc.
621 Chapala Street, Santa Barbara, CA
93101 805.963.6551 Fax 805.963.2074

PRELIMINARY DESIGN
NOVEMBER 3, 2008
NOT FOR CONSTRUCTION

CITY OF CARPINTERIA
PARKS & RECREATION
RINCON BEACH MULTI-USE TRAIL

TITLE SHEET
PRELIMINARY

SCALE: HORIZONTAL: AS NOTED DATE: 11/03/08 SHEET 1 OF 12
VERTICAL: AS NOTED



REV. NO.	DATE	DESCRIPTION	APPVD.	DATE
REVISIONS				

DESIGN: TCE & CB
DRAWN: CB & NSL
CHECKED: TCE

1/8" = 1' HORIZ
1/8" = 1' VERT
AT FULL SIZE
IF NOT 1" = 1" SCALE ACCORDING

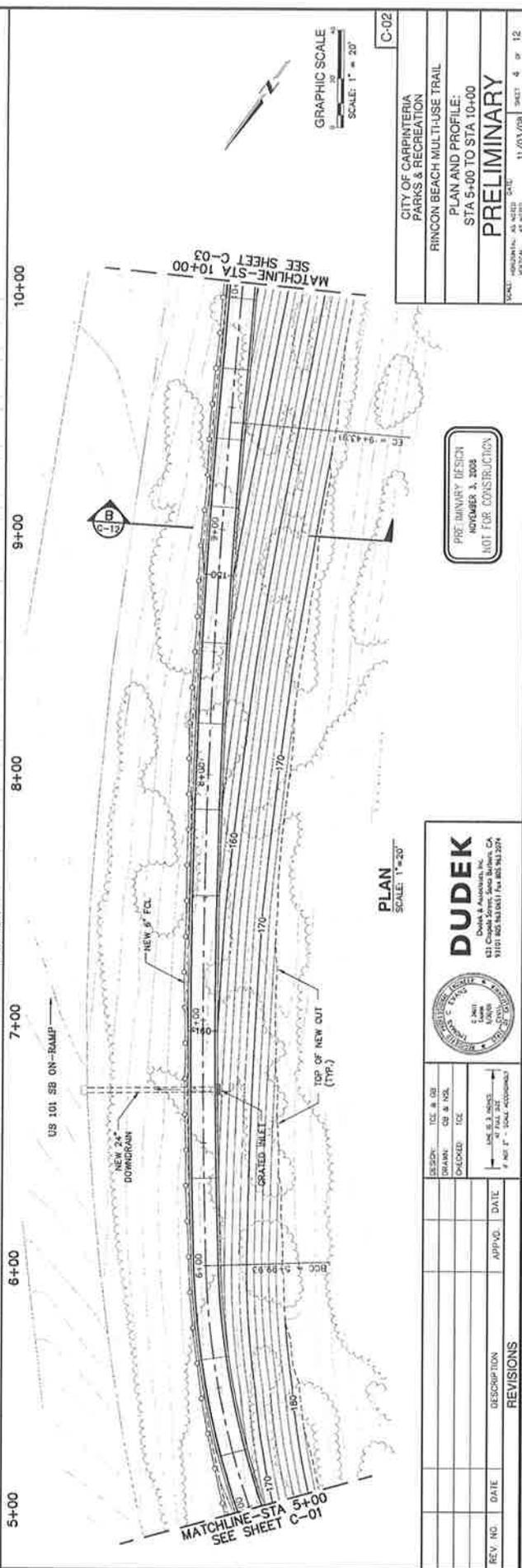
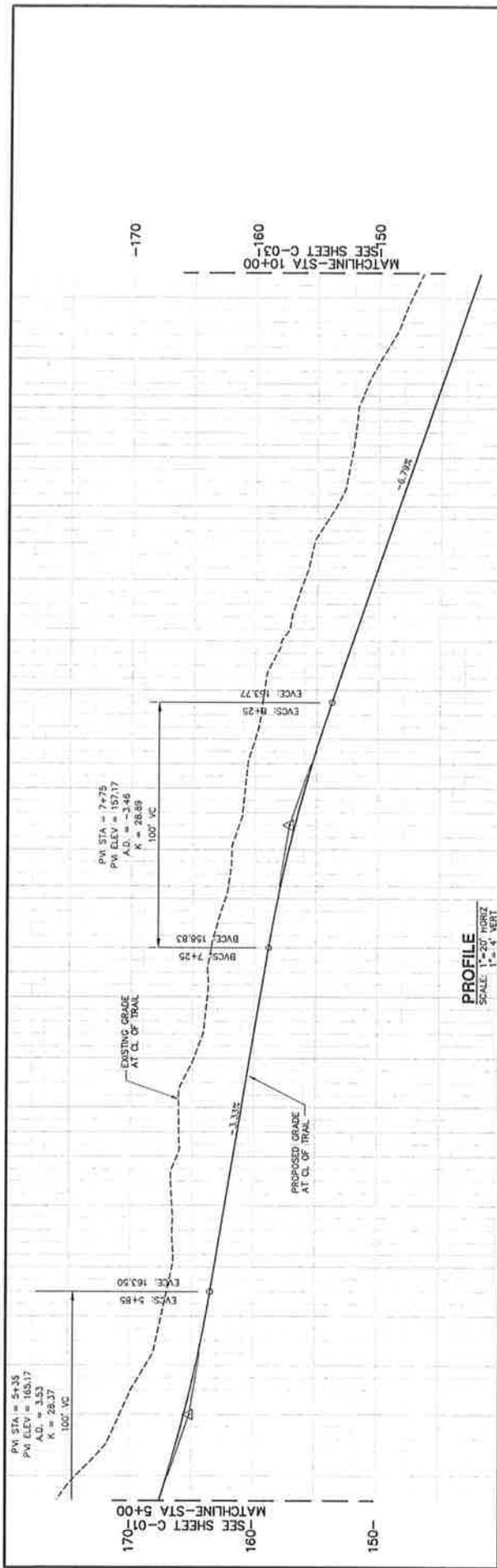
DUDEK
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431 Chapin Street, Santa Barbara, CA
93101 805.963.0051 Fax 805.963.2074

PRELIMINARY DESIGN
NOVEMBER 3, 2008
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CITY OF CARPINTERIA
PARKS & RECREATION
RINCON BEACH MULTI-USE TRAIL
PLAN AND PROFILE:
STA 0+00 TO STA 5+00
PRELIMINARY

SCALE: HORIZONTAL: AS NOTED
VERTICAL: AS NOTED

DATE: 11/03/08 SHEET 3 OF 12



GRAPHIC SCALE
SCALE: 1" = 20'

C-02
CITY OF CARPINTERIA
PARKS & RECREATION
RINCON BEACH MULTI-USE TRAIL
PLAN AND PROFILE:
STA 5+00 TO STA 10+00
PRELIMINARY
SCALE: HORIZONTAL AS SHOWN, VERTICAL AS NECESSARY
11/03/08 SHEET 4 OF 12

PRELIMINARY DESIGN
NOVEMBER 3, 2008
NOT FOR CONSTRUCTION

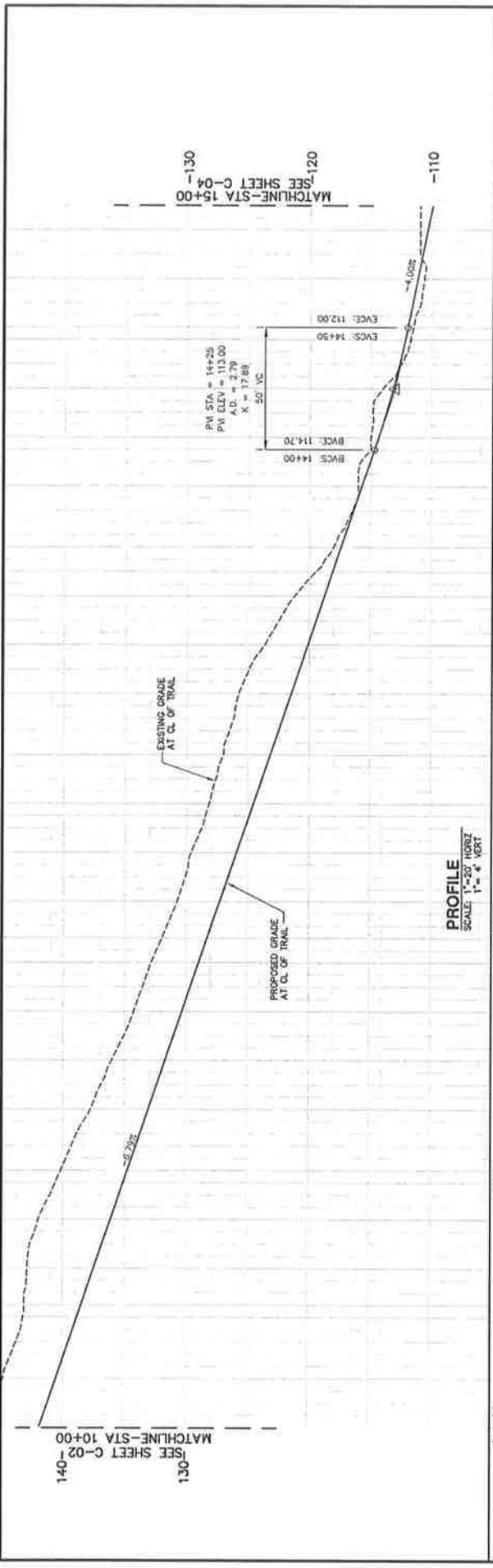
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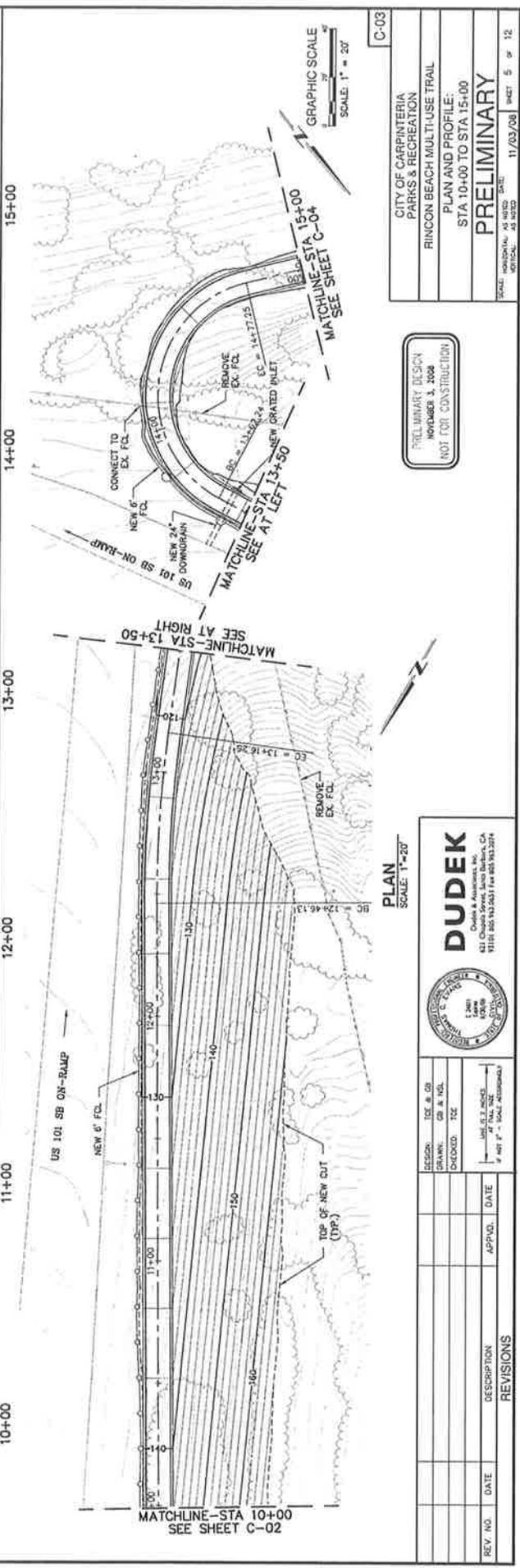
DUDEK
DUDEK ENGINEERING, INC.
2101
1400 W
831 Chapel Street, Santa Barbara, CA
93101 805.963.0351 Fax: 805.963.2074

DESIGN:	DATE:	BY:	DATE:
DESIGNER:	DATE:	BY:	DATE:
DRAWN:	DATE:	BY:	DATE:
CHECKED:	DATE:	BY:	DATE:
APPROVED:	DATE:	BY:	DATE:

REVISIONS



PROFILE
SCALE: 1" = 20' HORIZ
1" = 4' VERT



PLAN
SCALE: 1" = 20'

C-03
CITY OF CARPINTERIA
PARKS & RECREATION
RINCON BEACH MULTI-USE TRAIL
PLAN AND PROFILE:
STA 10+00 TO STA 15+00
PRELIMINARY
SCALE: HORIZONTAL: AS SHOWN VERTICAL: AS NOTED SHEET 5 OF 12
11/03/08

PRELIMINARY DESIGN
NOVEMBER 3, 2008
NOT FOR CONSTRUCTION

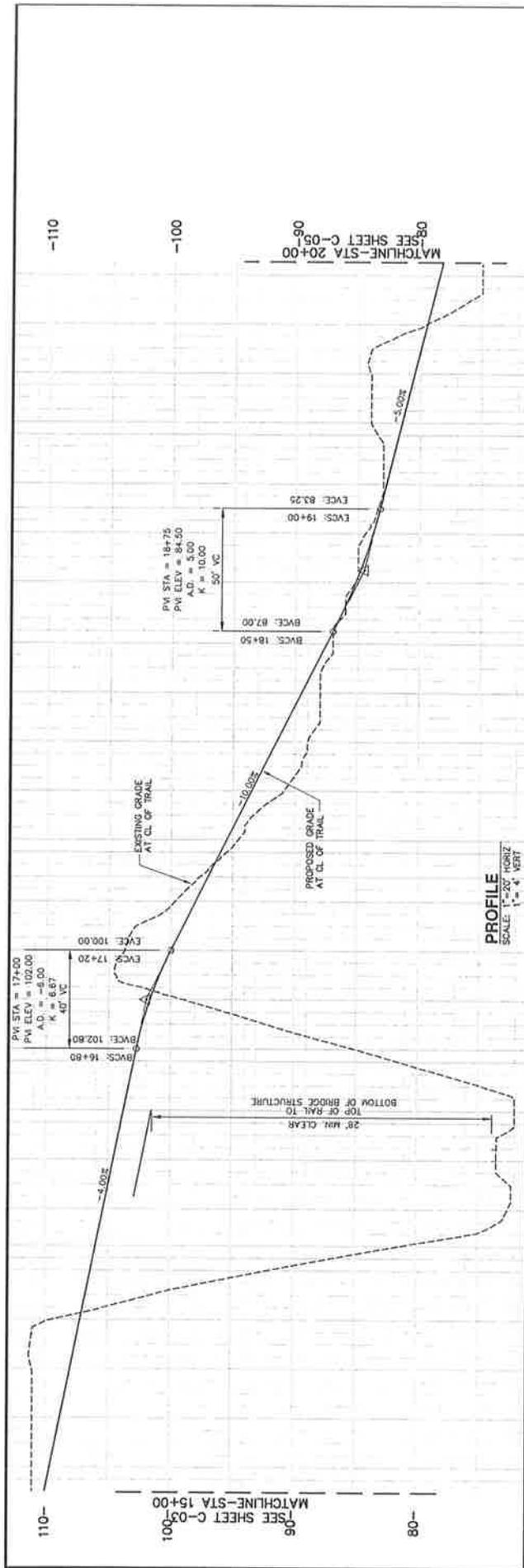


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Dudek & Associates, Inc.
411 Chatham Street, Santa Barbara, CA
805.963.3294

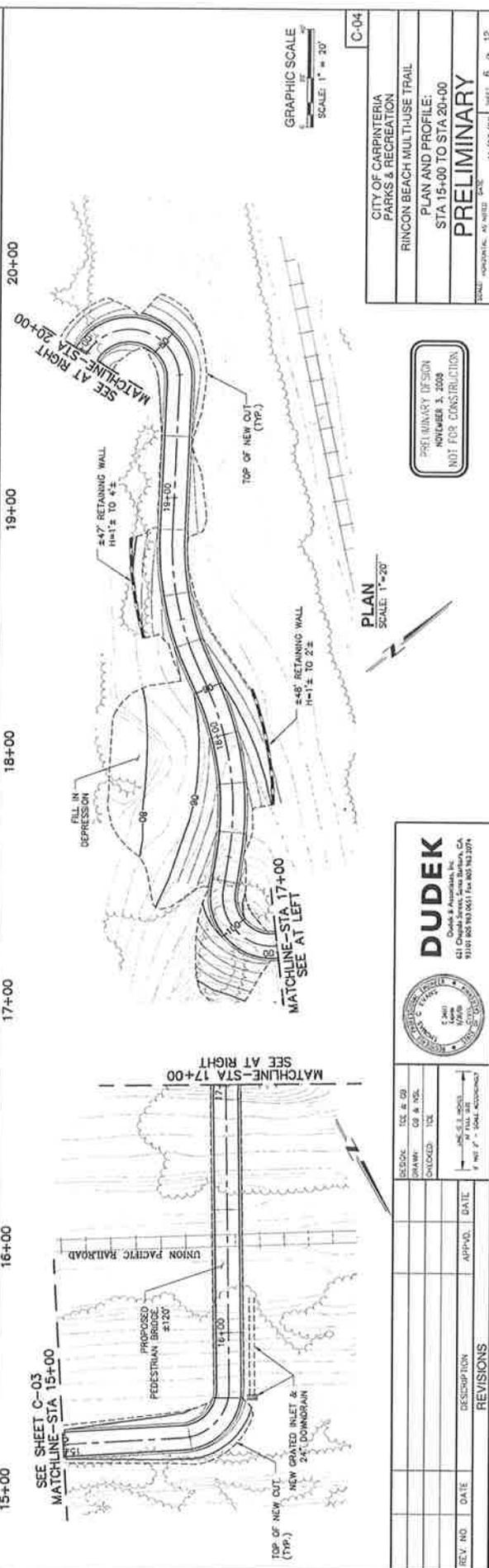
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DRAWN:	GP	GP	GP
CHECKED:	TC	TC	TC

REV. NO.	DATE	DESCRIPTION	APPROV.	DATE

REVISIONS



PROFILE
SCALE: 1" = 4' VERT



PLAN
SCALE: 1" = 20'

GRAPHIC SCALE
SCALE: 1" = 20'

C-04
CITY OF CARPINTERIA
PARKS & RECREATION
RINCON BEACH MULTI-USE TRAIL
PLAN AND PROFILE:
STA 15+00 TO STA 20+00
PRELIMINARY
TOTAL HORIZONTAL: 45.0000 STATION
VERTICAL: 45.0000 STATION
11/03/08 SHEET 6 OF 12

PRELIMINARY DESIGN
NOVEMBER 3, 2008
NOT FOR CONSTRUCTION

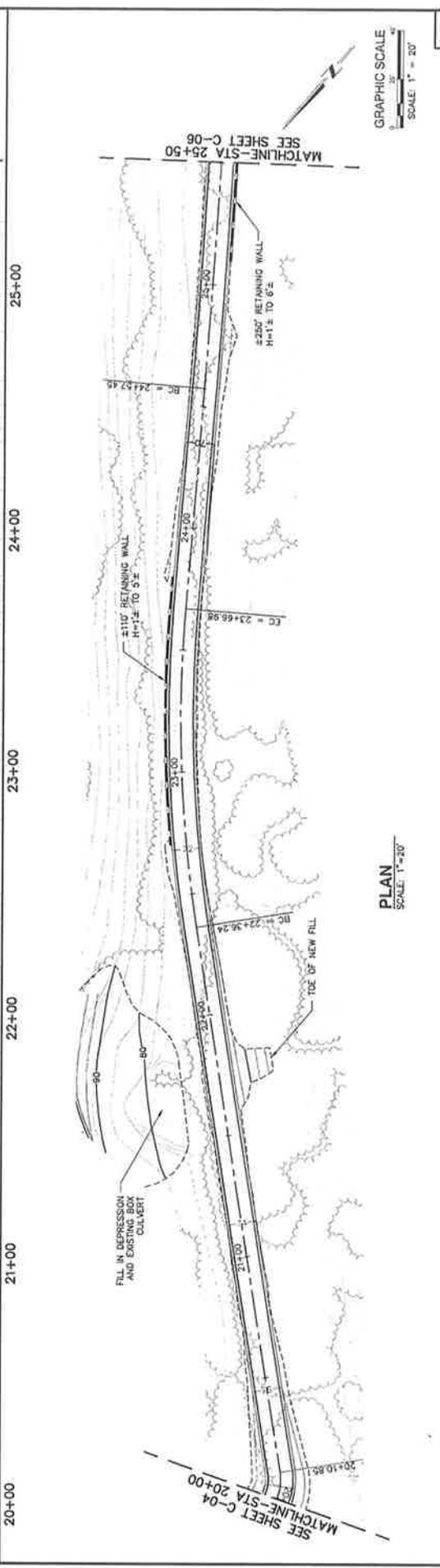
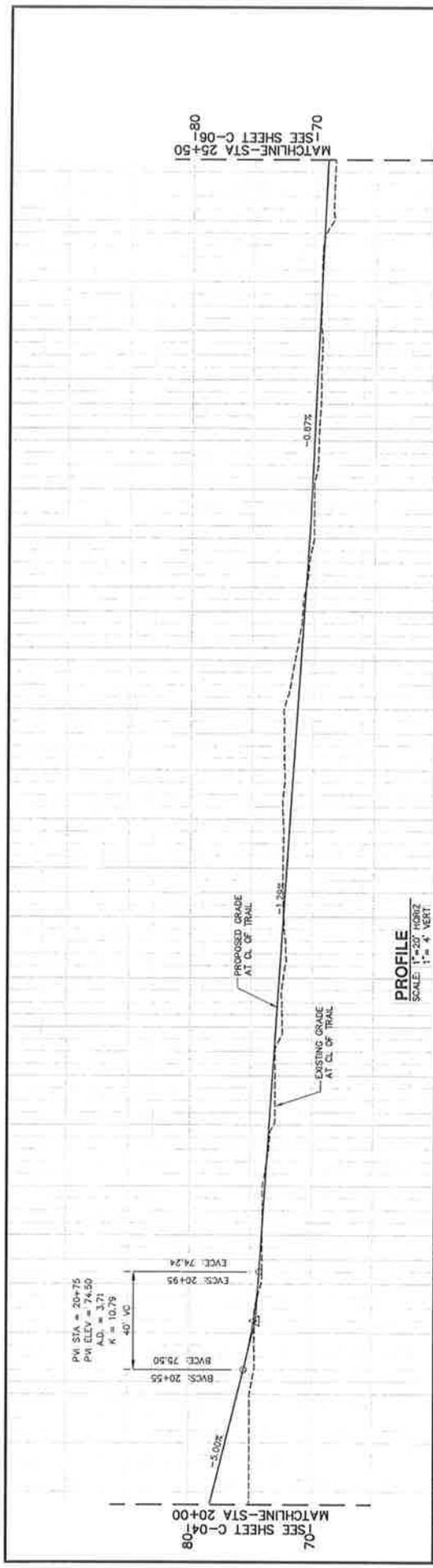


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Dupek & Associates, Inc.
411 Church & Alameda, Inc.
91101 805 943 5651 Fax 805 943 2074

REV. NO.	DATE	DESCRIPTION	APPROV.	DATE

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DESIGN: ICE, R. QJ	DATE: 11/03/08
DRAWN: CE & NDL	CHECKED: ICE



C-05

CITY OF CARRATERA
PARKS & RECREATION

RINCON BEACH MULTI-USE TRAIL

PLAN AND PROFILE
STA 20+00 TO STA 25+50

PRELIMINARY

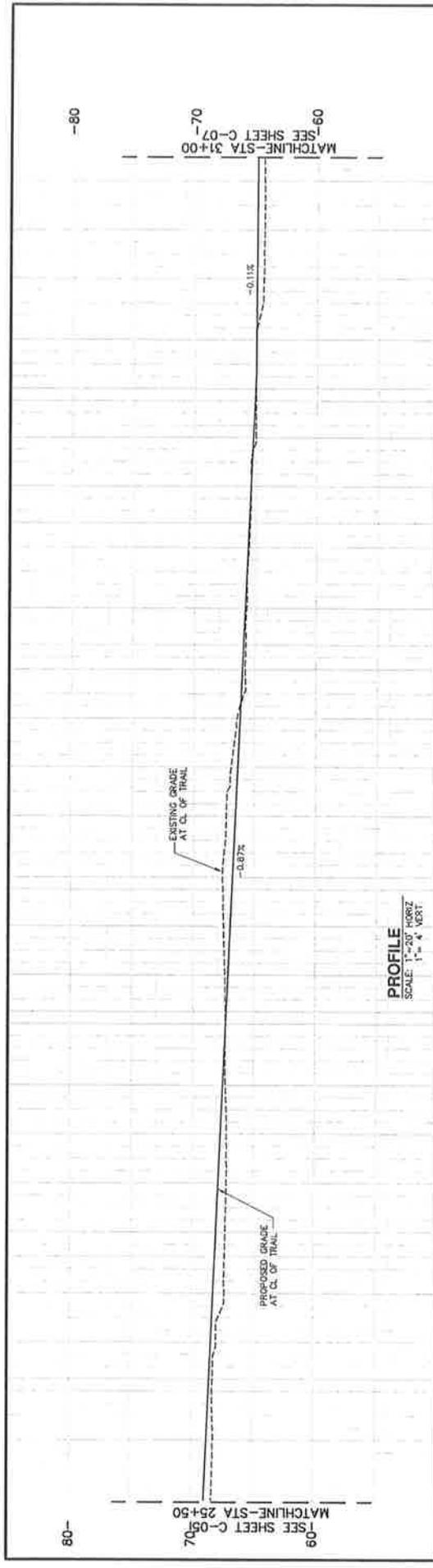
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PRELIMINARY DESIGN
NOVEMBER 3, 2008
NOT FOR CONSTRUCTION

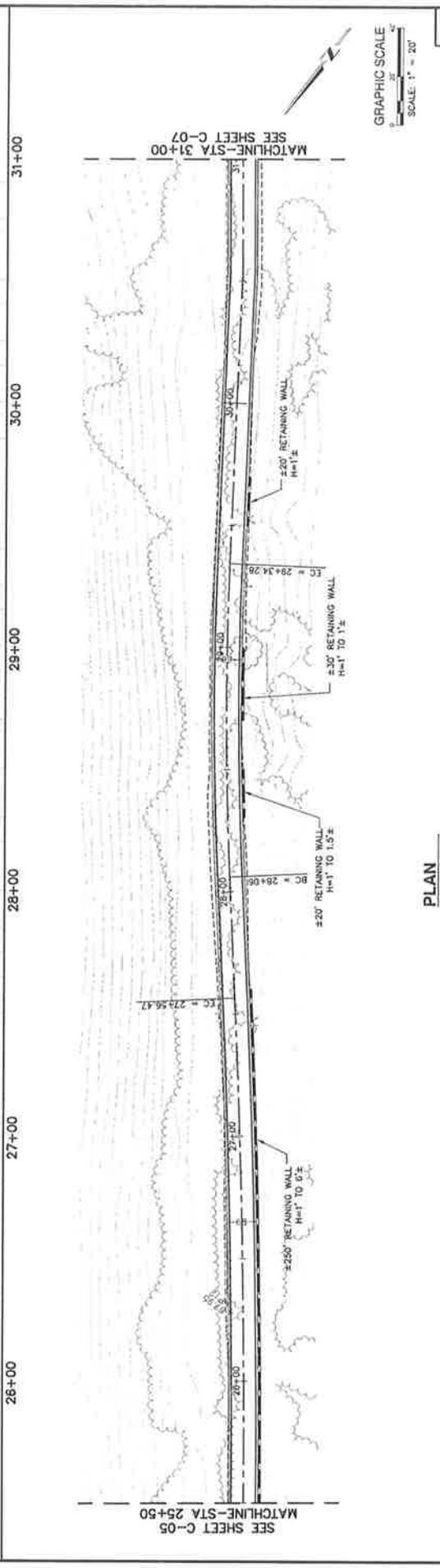


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DATE: []

REV. NO.	DATE	DESCRIPTION	APPROV.	DATE



PROFILE
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1" = 4' VERT



PLAN
SCALE: 1" = 20'

GRAPHIC SCALE
SCALE: 1" = 20'

C-06
CITY OF CARPINTERIA
PARKS & RECREATION
RINCON BEACH MULTI-USE TRAIL
PLAN AND PROFILE:
STA 25+50 TO STA 31+00
PRELIMINARY
SCALE: HORIZONTAL AS SHOWN DATE: 11/03/08 SHEET 8 OF 12

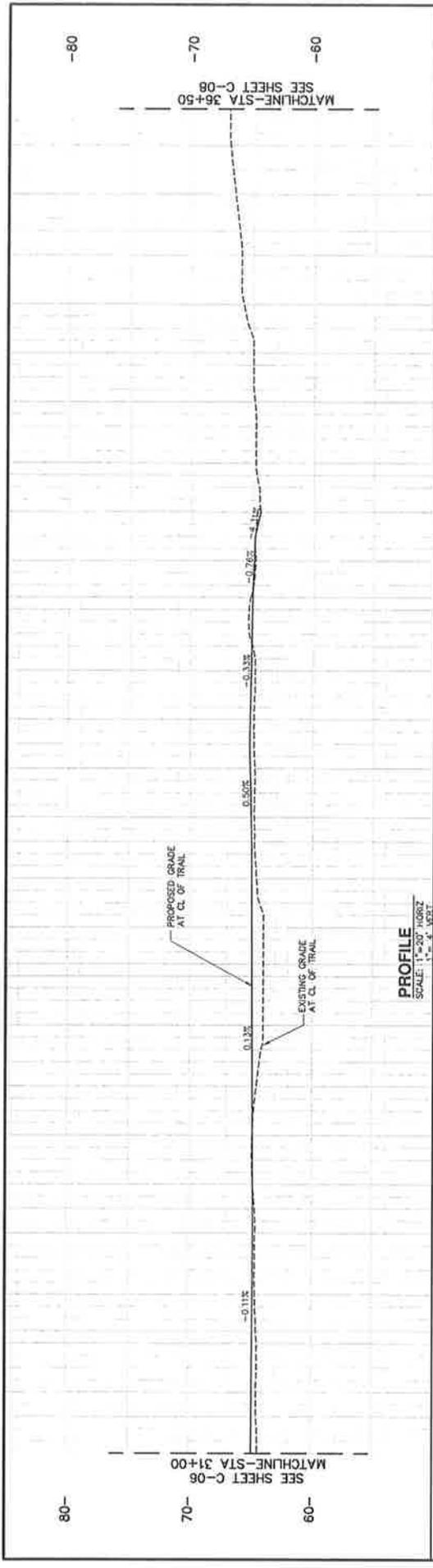
PRELIMINARY DESIGN
NOVEMBER 3, 2008
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Dudek & Associates, Inc.
411 Channel Street, Santa Barbara, CA
9101 (805) 963-1801 Fax: (805) 963-2074

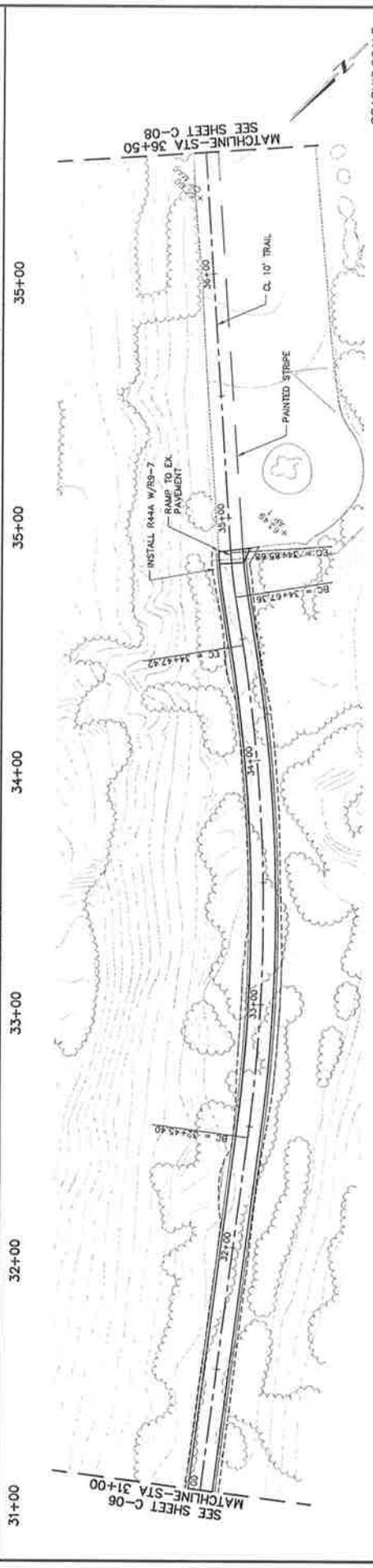
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REV. NO.	DATE	DESCRIPTION	APPROV.	DATE

REVISIONS



PROFILE
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1" = 4' VERT



GRAPHIC SCALE
SCALE: 1" = 20'

PLAN
SCALE: 1" = 20'

C-07	
CITY OF CARPINTERIA PARKS & RECREATION	
RINCON BEACH MULTI-USE TRAIL	
PLAN AND PROFILE: STA 31+00 TO STA 36+50	
PRELIMINARY	
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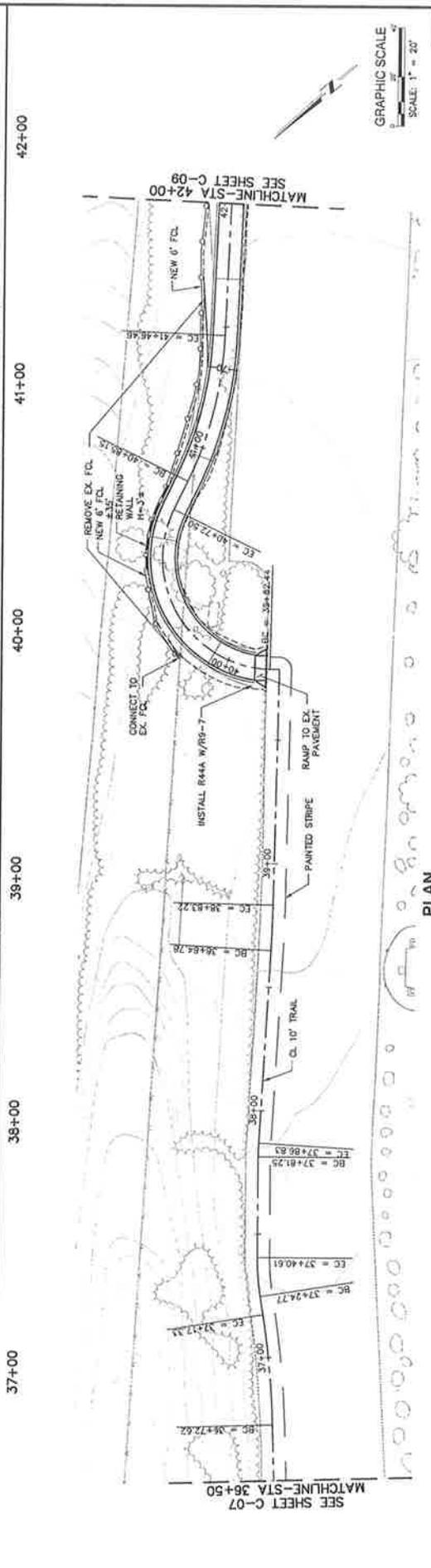
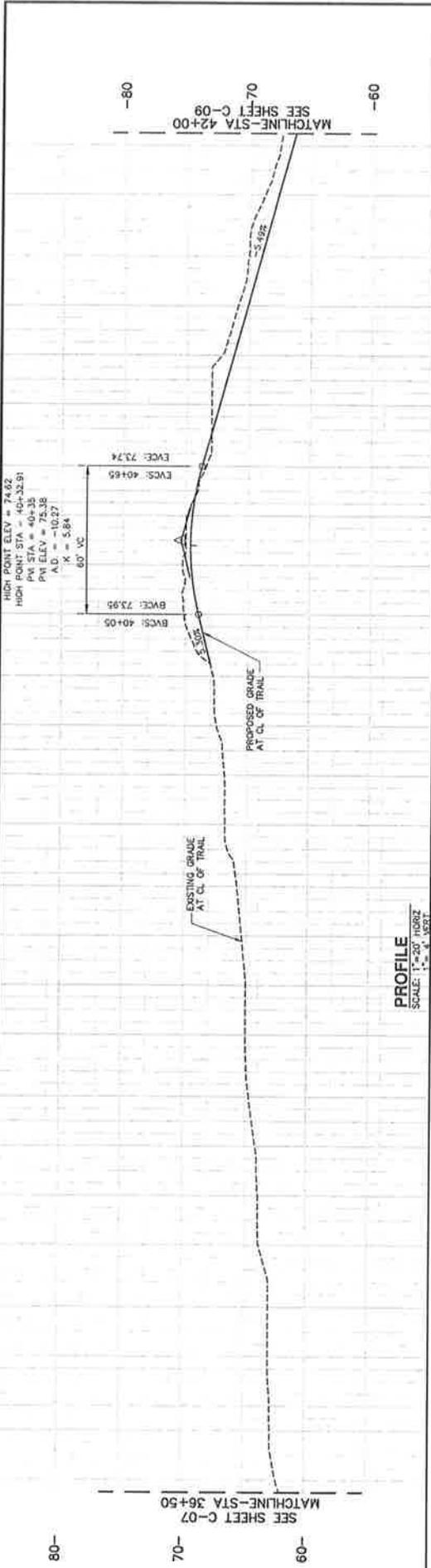
PRELIMINARY DESIGN
NOVEMBER 3, 2008
NOT FOR CONSTRUCTION



DUDEK
Dudek & Associates, Inc.
1511 CLAY STREET
SANTA ANA, CA 92701
949.453.5000 FAX 949.503.0074

DESIGN: TEE A, OR	DATE: 11/03/08
DRAWN: CEB & NCE	BY: TEE
CHECKED: TEE	DATE: 11/03/08
SCALE: AS SHOWN	DATE: 11/03/08
1" = FULL SIZE	DATE: 11/03/08
1" NOT 1" = SCALE APPROXIMATE	

REV. NO.	DATE	DESCRIPTION	APPROV.	DATE
REVISIONS				



C-08

CITY OF CARPINTERIA
PARKS & RECREATION

RINCON BEACH MULTI-USE TRAIL

PLAN AND PROFILE:
STA 36+50 TO STA 42+00

PRELIMINARY

SCALE: HORIZONTAL - AS SHOWN VERTICAL - 11/05/08 SHEET 10 OF 12

PRELIMINARY DESIGN
NOVEMBER 3, 2008
NOT FOR CONSTRUCTION

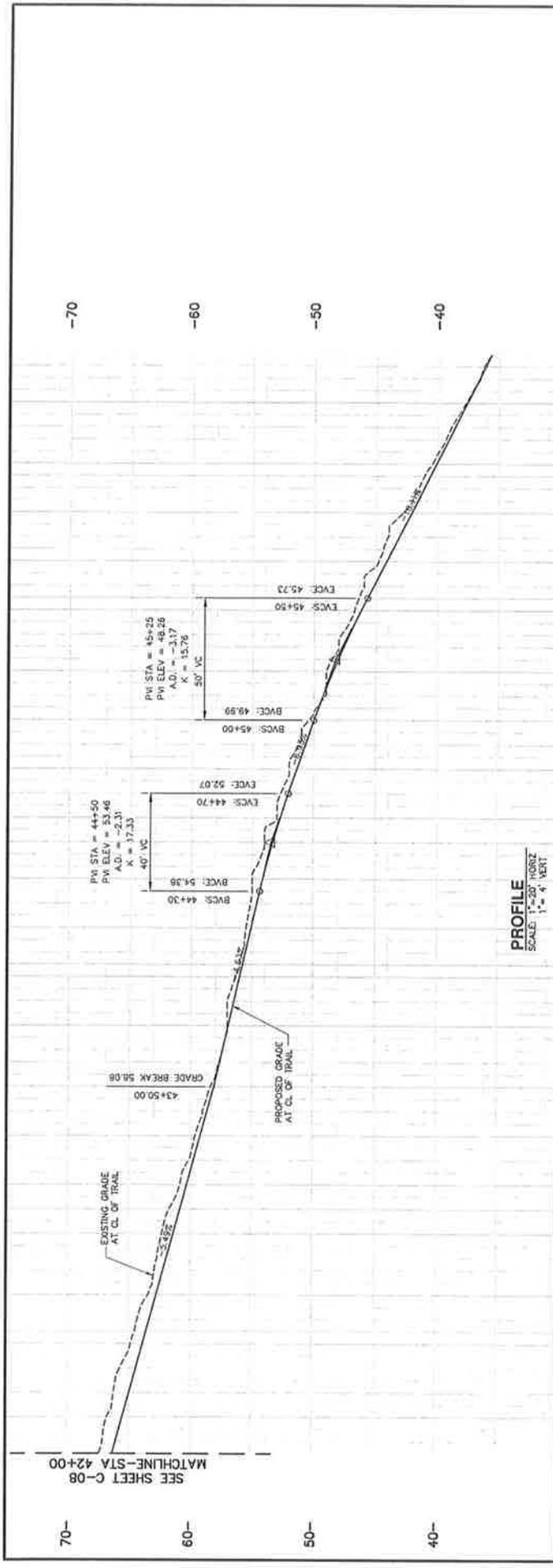


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Dudek & Associates, Inc.
4310 Central Expressway, Suite 200
Folsom, CA 95630
916.975.9300 FAX 916.975.9304

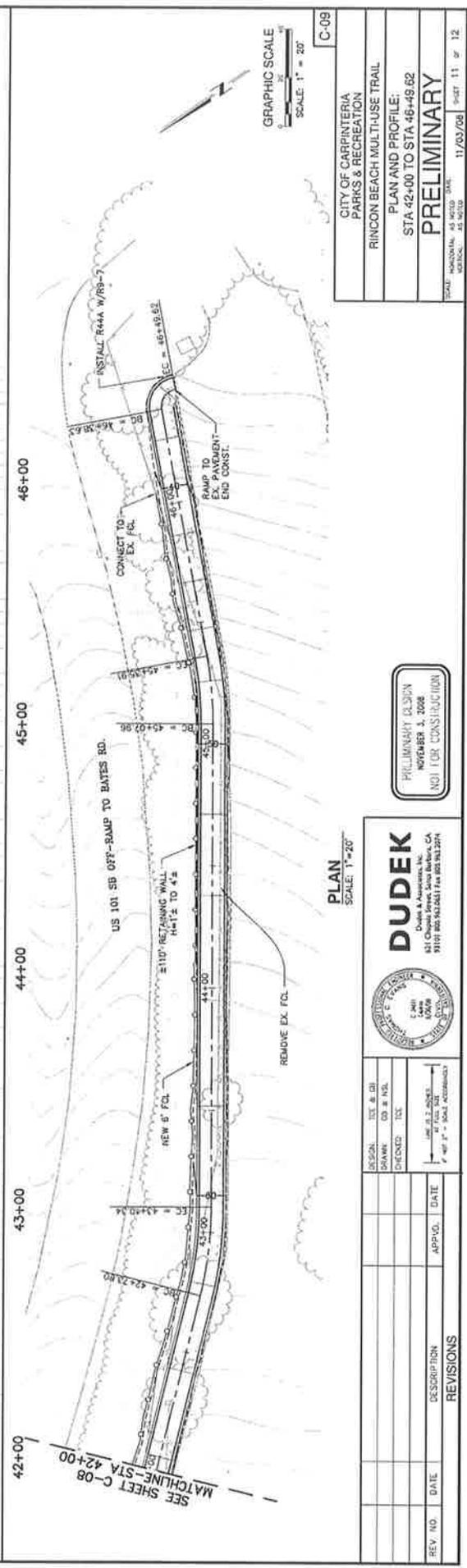
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DATE	11/05/08

REV. NO.	DATE	DESCRIPTION	APPROV.	DATE

REVISIONS



PROFILE
 SCALE: 1" = 20' HORIZ
 1" = 4' VERT



PLAN
 SCALE: 1" = 20'



DUDEK
 Dudek & Associates, Inc.
 851 Chicago Street, Suite 200, Carpinteria, CA
 91001 (805) 681-1111 Fax: (805) 681-2299

PHILLIPARY OLSON
 NOVEMBER 3, 2008
 NOT FOR CONSTRUCTION

REV. NO.	DATE	DESCRIPTION	APPROV.	DATE

REVISIONS

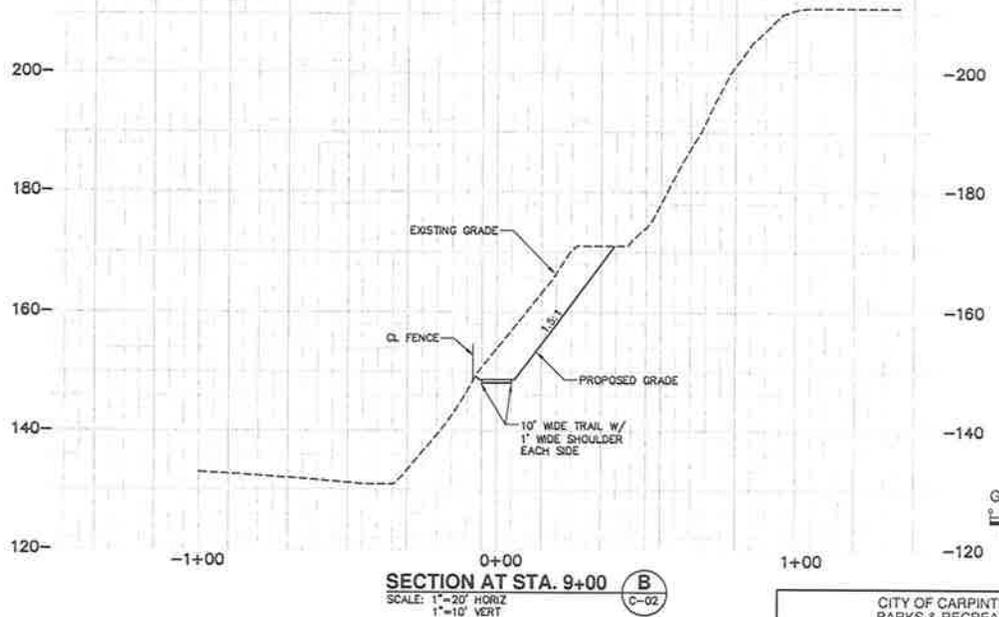
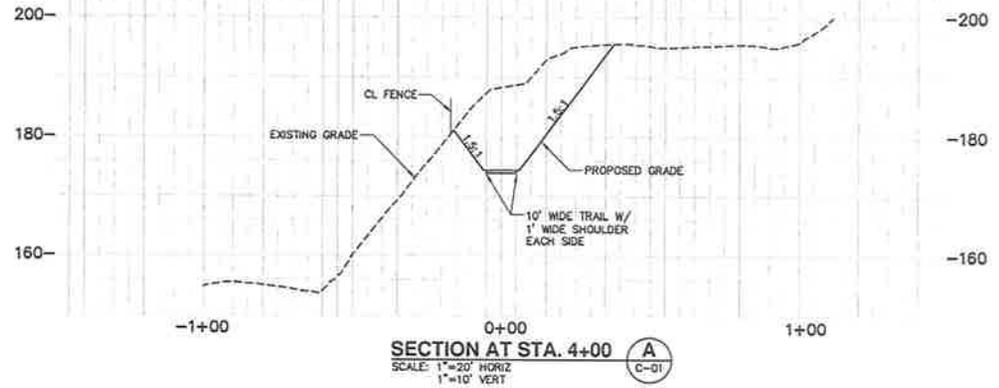
ENGINEERS ESTIMATED EARTHWORK VOLUMES

PARKING AREA	STA.	CUT (CY)	FILL (CY)
	0+00 TO 1+00		
	MATERIAL DISPLACED FOR 6" THICK IMPORTED AC PAVING & BASE	+140	0
PART 1	1+00 TO 13+50		
	RAW VOLUME	12,108	10
	MATERIAL DISPLACED FOR 6" THICK IMPORTED DG PAVING	+231	0
PART 2A	13+50 TO 15+75		
	RAW VOLUME	144	11
	MATERIAL DISPLACED FOR 6" THICK IMPORTED DG PAVING	+31	-10
PART 2B	17+00 TO 22+00		
	RAW VOLUME	229	788
	MATERIAL DISPLACED FOR 6" THICK IMPORTED DG PAVING	+46	-46
PART 3	22+00 TO 30+00		
	RAW VOLUME	85	92
	MATERIAL DISPLACED FOR 6" THICK IMPORTED DG PAVING	+74	-74
PART 4	30+00 TO 34+85		
	RAW VOLUME	9	88
	MATERIAL DISPLACED FOR 6" THICK IMPORTED DG PAVING	+22	-68
PART 5	39+82 TO 46+50		
	RAW VOLUME	189	15
	MATERIAL DISPLACED FOR 6" THICK IMPORTED DG PAVING	+124	0
TOTAL:		13,432	786
EXPORT:		12,646	

NOTES: "RAW VOLUME" IS THE CALCULATED DIFFERENCE BETWEEN THE EXISTING GROUND SURFACE AS REPRESENTED BY THE TOPOGRAPHIC MAP AND THE PROPOSED FINISHED GRADE SURFACE AS SHOWN ON THE DESIGN PLAN & PROFILE

NO ADJUSTMENT IS MADE FOR SHRINKAGE, SWELL, OR COMPACTION, OR FOR ANY OTHER FACTOR EXCEPT AS SHOWN IN THE TABULATION ABOVE

VOLUMES MAY CHANGE DUE TO CONDITIONS ENCOUNTERED IN THE FIELD AT THE TIME OF CONSTRUCTION



REV. NO.	DATE	DESCRIPTION	APP'D.	DATE
REVISIONS				

DESIGN: TCE & GB
 DRAWN: GB & NSL
 CHECKED: TCE



DUDEK
 Dudek & Associates, Inc.
 6311 Chapala Street, Santa Barbara, CA
 93101 805.962.0651 Fax 805.962.3074

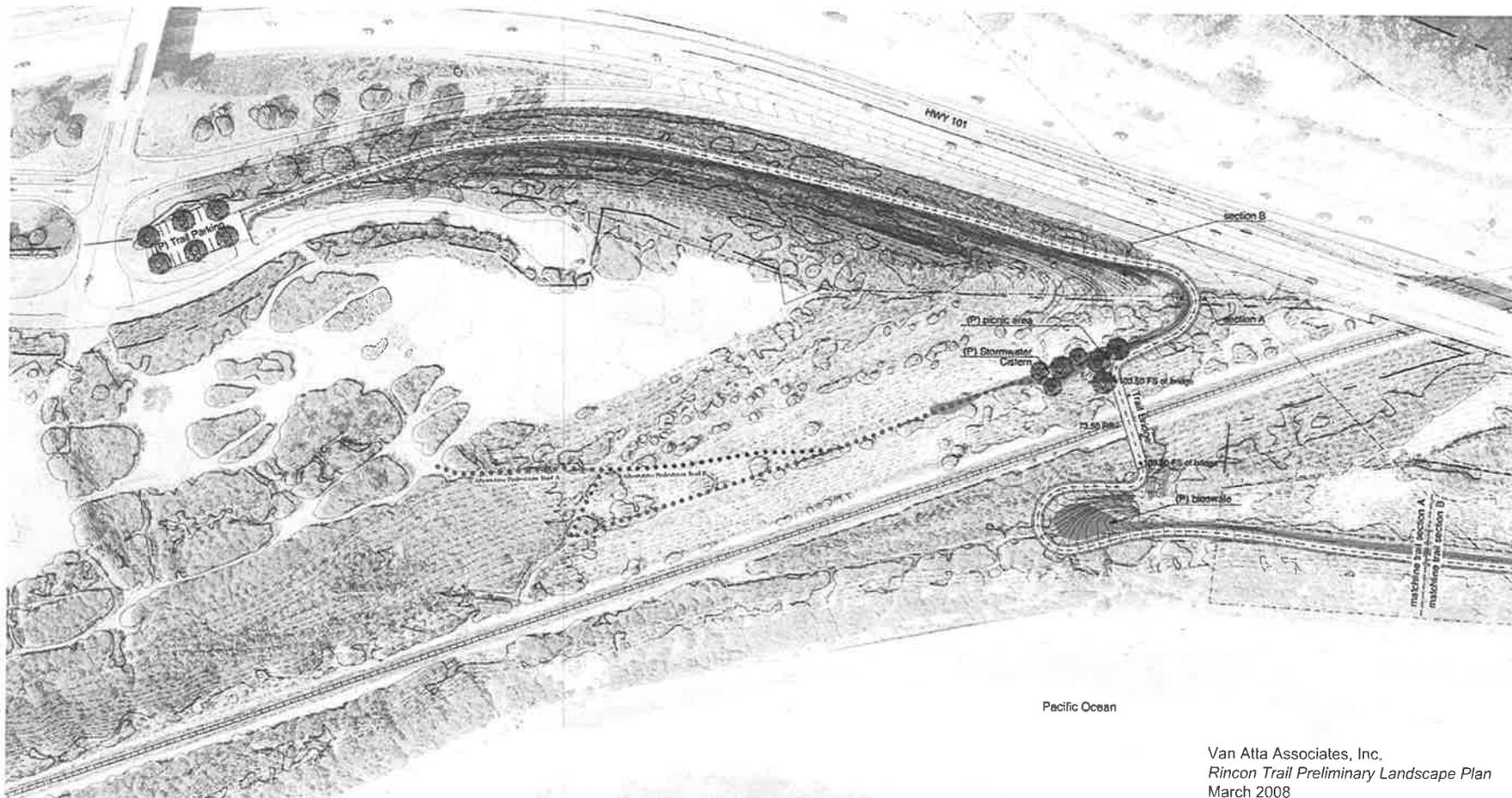
LINE IS 1/8" MINUTE
 AT FULL SIZE
 IF NOT 1/8" - SCALE ACCORDINGLY

PRELIMINARY DESIGN
 NOVEMBER 3, 2008
 NOT FOR CONSTRUCTION

CITY OF CARPINTERIA
 PARKS & RECREATION
 RINCON BEACH MULTI-USE TRAIL
 CROSS SECTIONS STA 4+00 AND STA 9+00
 & EARTHWORK VOLUME SUMMARY

PRELIMINARY

SCALE: HORIZONTAL: AS NOTED (HATCH)
 VERTICAL: AS NOTED
 11/03/08 SHEET 12 OF 12



Van Atta Associates, Inc.
Rincón Trail Preliminary Landscape Plan
March 2008

APPENDIX B

*Air Quality and Greenhouse Gas
Assessment*

CalEEMod Construction Emissions

Carpinteria Rincon Trail
 Santa Barbara-South of Santa Ynez Range County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	6.15	1000sqft
City Park	1.4	Acre

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)		Utility Company	Southern California Edison
Climate Zone	8		2.7		
		Precipitation Freq (Days)	37		

1.3 User Entered Comments

- Project Characteristics -
- Land Use -
- Construction Phase - Modified
- Off-road Equipment - Modified
- Grading - Modified
- Vehicle Trips -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	3.67	27.83	21.40	0.03	36.99	1.42	38.41	0.06	1.42	1.48	0.00	3,376.13	0.00	0.29	0.00	3,382.13
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	3.67	27.83	21.40	0.03	36.97	1.42	38.39	0.05	1.42	1.47	0.00	3,376.13	0.00	0.29	0.00	3,382.13
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.07	0.00	0.07	0.00	0.00	0.00						0.00
Off-Road	1.59	9.78	6.70	0.01		0.85	0.85		0.85	0.85		938.60		0.14		941.58
Total	1.59	9.78	6.70	0.01	0.07	0.85	0.92	0.00	0.85	0.85		938.60		0.14		941.58

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.06	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00		46.83		0.00		46.91
Total	0.05	0.06	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00		46.83		0.00		46.91

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.03	0.00	0.03	0.00	0.00	0.00						0.00
Off-Road	1.59	9.78	6.70	0.01		0.85	0.85		0.85	0.85	0.00	938.60		0.14		941.58
Total	1.59	9.78	6.70	0.01	0.03	0.85	0.88	0.00	0.85	0.85	0.00	938.60		0.14		941.58

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Category	lb/day										lb/day					
	Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.05	0.06	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00	0.00	46.83	0.00	0.00	46.91	
Total	0.05	0.06	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00	0.00	46.83	0.00	0.00	46.91	

3.3 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.04	0.00	0.04	0.00	0.00	0.00						0.00
Off-Road	2.52	18.59	12.03	0.02		1.14	1.14		1.14	1.14		1,944.78		0.23		1,949.51
Total	2.52	18.59	12.03	0.02	0.04	1.14	1.18	0.00	1.14	1.14		1,944.78		0.23		1,949.51

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.07	9.15	8.61	0.01	36.83	0.28	37.11	0.05	0.28	0.33		1,356.42		0.05		1,357.55
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.10	0.76	0.00	0.12	0.00	0.12	0.00	0.00	0.01		74.93		0.01		75.06
Total	1.15	9.25	9.37	0.01	36.95	0.28	37.23	0.05	0.28	0.34		1,431.35		0.06		1,432.61

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day						
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00							0.00
Off-Road	2.52	18.59	12.03	0.02		1.14	1.14		1.14	1.14	0.00	1,944.78			0.23		1,949.51
Total	2.52	18.59	12.03	0.02	0.01	1.14	1.15	0.00	1.14	1.14	0.00	1,944.78			0.23		1,949.51

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.07	9.15	8.61	0.01	36.83	0.28	37.11	0.05	0.28	0.33		1,356.42		0.05		1,357.55
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.10	0.76	0.00	0.12	0.00	0.12	0.00	0.00	0.01		74.93		0.01		75.06
Total	1.15	9.25	9.37	0.01	36.95	0.28	37.23	0.05	0.28	0.34		1,431.35		0.06		1,432.61

3.4 Building Construction - Trail - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.58	11.43	7.28	0.01		0.72	0.72		0.72	0.72		1,150.97		0.14		1,153.92
Total	1.58	11.43	7.28	0.01		0.72	0.72		0.72	0.72		1,150.97		0.14		1,153.92

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00

Vendor	0.01	0.10	0.14	0.00	0.01	0.00	0.01	0.00	0.00	0.00		16.29		0.00		16.30
Worker	0.03	0.04	0.28	0.00	0.04	0.00	0.05	0.00	0.00	0.00		28.10		0.00		28.15
Total	0.04	0.14	0.42	0.00	0.05	0.00	0.06	0.00	0.00	0.00		44.39		0.00		44.45

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.58	11.43	7.28	0.01		0.72	0.72		0.72	0.72	0.00	1,150.97		0.14		1,153.92
Total	1.58	11.43	7.28	0.01		0.72	0.72		0.72	0.72	0.00	1,150.97		0.14		1,153.92

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.10	0.14	0.00	0.01	0.00	0.01	0.00	0.00	0.00		16.29		0.00		16.30
Worker	0.03	0.04	0.28	0.00	0.04	0.00	0.05	0.00	0.00	0.00		28.10		0.00		28.15
Total	0.04	0.14	0.42	0.00	0.05	0.00	0.06	0.00	0.00	0.00		44.39		0.00		44.45

3.5 Building Construction - Bridge - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.19	11.71	7.14	0.01		0.72	0.72		0.72	0.72		1,292.47		0.20		1,296.58
Total	2.19	11.71	7.14	0.01		0.72	0.72		0.72	0.72		1,292.47		0.20		1,296.58

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.10	0.14	0.00	0.01	0.00	0.01	0.00	0.00	0.00		16.29		0.00		16.30
Worker	0.03	0.04	0.28	0.00	0.04	0.00	0.05	0.00	0.00	0.00		28.10		0.00		28.15
Total	0.04	0.14	0.42	0.00	0.05	0.00	0.06	0.00	0.00	0.00		44.39		0.00		44.45

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.19	11.71	7.14	0.01		0.72	0.72		0.72	0.72	0.00	1,292.47		0.20		1,296.58
Total	2.19	11.71	7.14	0.01		0.72	0.72		0.72	0.72	0.00	1,292.47		0.20		1,296.58

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.10	0.14	0.00	0.01	0.00	0.01	0.00	0.00	0.00		16.29		0.00		16.30
Worker	0.03	0.04	0.28	0.00	0.04	0.00	0.05	0.00	0.00	0.00		28.10		0.00		28.15
Total	0.04	0.14	0.42	0.00	0.05	0.00	0.06	0.00	0.00	0.00		44.39		0.00		44.45

3.6 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.19	15.18	9.07	0.01		1.02	1.02		1.02	1.02		1,396.54		0.20		1,400.66
Paving	0.02					0.00	0.00		0.00	0.00						0.00
Total	2.21	15.18	9.07	0.01		1.02	1.02		1.02	1.02		1,396.54		0.20		1,400.66

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.06	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00		46.83		0.00		46.91
Total	0.05	0.06	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00		46.83		0.00		46.91

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.19	15.18	9.07	0.01		1.02	1.02		1.02	1.02	0.00	1,396.54		0.20		1,400.66
Paving	0.02					0.00	0.00		0.00	0.00						0.00
Total	2.21	15.18	9.07	0.01		1.02	1.02		1.02	1.02	0.00	1,396.54		0.20		1,400.66

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.05	0.06	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00		46.83		0.00		46.91
Total	0.06	0.06	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00		46.83		0.00		46.91

**Carpinteria Rincon Trail
Santa Barbara-South of Santa Ynez Range County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	6.15	1000sqft
City Park	1.4	Acre

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Utility Company	Southern California Edison
Climate Zone	8	Precipitation Freq (Days)	37		

1.3 User Entered Comments

- Project Characteristics -
- Land Use -
- Construction Phase - Modified
- Off-road Equipment - Modified
- Grading - Modified
- Vehicle Trips -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	3.62	27.56	20.80	0.03	36.99	1.42	38.41	0.06	1.42	1.48	0.00	3,382.47	0.00	0.28	0.00	3,388.43
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	3.62	27.56	20.80	0.03	36.97	1.42	38.39	0.05	1.42	1.47	0.00	3,382.47	0.00	0.28	0.00	3,388.43
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0,07	0,00	0,07	0,00	0,00	0,00						0,00
Off-Road	1,59	9,78	6,70	0,01		0,85	0,85		0,85	0,85			938,60	0,14		941,58
Total	1,59	9,78	6,70	0,01	0,07	0,85	0,92	0,00	0,85	0,85			938,60	0,14		941,58

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00		0,00		0,00		0,00
Vendor	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,00			0,00	0,00		0,00
Worker	0,04	0,05	0,47	0,00	0,07	0,00	0,08	0,00	0,00	0,00			48,72	0,00		48,81
Total	0,04	0,05	0,47	0,00	0,07	0,00	0,08	0,00	0,00	0,00			48,72	0,00		48,81

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0,03	0,00	0,03	0,00	0,00	0,00						0,00
Off-Road	1,59	9,78	6,70	0,01		0,85	0,85		0,85	0,85	0,00		938,60	0,14		941,58
Total	1,59	9,78	6,70	0,01	0,03	0,85	0,88	0,00	0,85	0,85	0,00		938,60	0,14		941,58

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	lb/day										lb/day					
	Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.04	0.05	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00	0.00	48.72	0.00	0.00	48.81	
Total	0.04	0.05	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00	0.00	48.72	0.00	0.00	48.81	

3.3 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.04	0.00	0.04	0.00	0.00	0.00						0.00
Off-Road	2.52	18.59	12.03	0.02		1.14	1.14		1.14	1.14		1,944.78		0.23		1,949.51
Total	2.52	18.59	12.03	0.02	0.04	1.14	1.18	0.00	1.14	1.14		1,944.78		0.23		1,949.51

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.03	8.88	8.03	0.01	36.83	0.28	37.11	0.05	0.28	0.33		1,359.73		0.05		1,360.83
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.09	0.75	0.00	0.12	0.00	0.12	0.00	0.00	0.01		77.96		0.01		78.09
Total	1.10	8.97	8.78	0.01	36.95	0.28	37.23	0.05	0.28	0.34		1,437.69		0.06		1,438.92

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Category	lb/day										lb/day					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00						0.00
Off-Road	2.52	18.59	12.03	0.02		1.14	1.14		1.14	1.14	0.00	1,944.78		0.23		1,949.51
Total	2.52	18.59	12.03	0.02	0.01	1.14	1.15	0.00	1.14	1.14	0.00	1,944.78		0.23		1,949.51

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.03	8.88	8.03	0.01	36.83	0.28	37.11	0.05	0.28	0.33		1,359.73		0.05		1,360.83
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.09	0.75	0.00	0.12	0.00	0.12	0.00	0.00	0.01		77.96		0.01		78.09
Total	1.10	8.97	8.78	0.01	36.95	0.28	37.23	0.05	0.28	0.34		1,437.69		0.06		1,438.92

3.4 Building Construction - Trail - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.58	11.43	7.28	0.01		0.72	0.72		0.72	0.72		1,150.97		0.14		1,153.92
Total	1.58	11.43	7.28	0.01		0.72	0.72		0.72	0.72		1,150.97		0.14		1,153.92

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00

Vendor	0.01	0.10	0.12	0.00	0.01	0.00	0.01	0.00	0.00	0.00		16.38		0.00		16.40
Worker	0.02	0.03	0.28	0.00	0.04	0.00	0.05	0.00	0.00	0.00		29.23		0.00		29.28
Total	0.03	0.13	0.40	0.00	0.05	0.00	0.06	0.00	0.00	0.00		45.61		0.00		45.68

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.58	11.43	7.28	0.01		0.72	0.72		0.72	0.72	0.00	1,150.97		0.14		1,153.92
Total	1.58	11.43	7.28	0.01		0.72	0.72		0.72	0.72	0.00	1,150.97		0.14		1,153.92

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.10	0.12	0.00	0.01	0.00	0.01	0.00	0.00	0.00		16.38		0.00		16.40
Worker	0.02	0.03	0.28	0.00	0.04	0.00	0.05	0.00	0.00	0.00		29.23		0.00		29.28
Total	0.03	0.13	0.40	0.00	0.05	0.00	0.06	0.00	0.00	0.00		45.61		0.00		45.68

3.5 Building Construction - Bridge - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.19	11.71	7.14	0.01		0.72	0.72		0.72	0.72		1,292.47		0.20		1,296.58
Total	2.19	11.71	7.14	0.01		0.72	0.72		0.72	0.72		1,292.47		0.20		1,296.58

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.10	0.12	0.00	0.01	0.00	0.01	0.00	0.00	0.00		16.38		0.00		16.40
Worker	0.02	0.03	0.28	0.00	0.04	0.00	0.05	0.00	0.00	0.00		29.23		0.00		29.28
Total	0.03	0.13	0.40	0.00	0.05	0.00	0.06	0.00	0.00	0.00		45.61		0.00		45.68

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.19	11.71	7.14	0.01		0.72	0.72		0.72	0.72	0.00	1,292.47		0.20		1,296.58
Total	2.19	11.71	7.14	0.01		0.72	0.72		0.72	0.72	0.00	1,292.47		0.20		1,296.58

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.01	0.10	0.12	0.00	0.01	0.00	0.01	0.00	0.00	0.00		16.38		0.00		16.40
Worker	0.02	0.03	0.28	0.00	0.04	0.00	0.05	0.00	0.00	0.00		29.23		0.00		29.28
Total	0.03	0.13	0.40	0.00	0.05	0.00	0.06	0.00	0.00	0.00		45.61		0.00		45.68

3.6 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.19	15.18	9.07	0.01		1.02	1.02		1.02	1.02		1,396.54		0.20		1,400.66
Paving	0.02					0.00	0.00		0.00	0.00						0.00
Total	2.21	15.18	9.07	0.01		1.02	1.02		1.02	1.02		1,396.54		0.20		1,400.66

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.04	0.05	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00		48.72		0.00		48.81
Total	0.04	0.05	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00		48.72		0.00		48.81

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.19	15.18	9.07	0.01		1.02	1.02		1.02	1.02	0.00	1,396.54		0.20		1,400.66
Paving	0.02					0.00	0.00		0.00	0.00						0.00
Total	2.21	15.18	9.07	0.01		1.02	1.02		1.02	1.02	0.00	1,396.54		0.20		1,400.66

Mitigated Construction Off-Site

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NPV-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00		0.00
Worker	0.04	0.05	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00		48.72	0.00	0.00		48.81
Total	0.04	0.05	0.47	0.00	0.07	0.00	0.08	0.00	0.00	0.00		48.72	0.00	0.00		48.81

**Carpinteria Rincon Trail
Santa Barbara-South of Santa Ynez Range County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	6.15	1000sqft
City Park	1.4	Acre

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Utility Company	Southern California Edison
Climate Zone	8	Precipitation Freq (Days)	37		

1.3 User Entered Comments

- Project Characteristics -
- Land Use -
- Construction Phase - Modified
- Off-road Equipment - Modified
- Grading - Modified
- Vehicle Trips -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.24	1.74	1.30	0.00	1.47	0.10	1.56	0.00	0.10	0.10	0.00	184.56	184.56	0.02	0.00	184.93
Total	0.24	1.74	1.30	0.00	1.47	0.10	1.56	0.00	0.10	0.10	0.00	184.56	184.56	0.02	0.00	184.93

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.24	1.74	1.30	0.00	1.46	0.10	1.56	0.00	0.10	0.10	0.00	184.56	184.56	0.02	0.00	184.93
Total	0.24	1.74	1.30	0.00	1.46	0.10	1.56	0.00	0.10	0.10	0.00	184.56	184.56	0.02	0.00	184.93

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.08	0.05	0.00		0.01	0.01		0.01	0.01	0.00	6.81	6.81	0.00	0.00	6.83
Total	0.01	0.08	0.05	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	6.81	6.81	0.00	0.00	6.83

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.34
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.34

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.08	0.05	0.00		0.01	0.01		0.01	0.01	0.00	6.81	6.81	0.00	0.00	6.83
Total	0.01	0.08	0.05	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	6.81	6.81	0.00	0.00	6.83

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.34
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.34

3.3 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.11	0.84	0.54	0.00		0.05	0.05		0.05	0.05	0.00	79.37	79.37	0.01	0.00	79.56
Total	0.11	0.84	0.54	0.00	0.00	0.05	0.05	0.00	0.05	0.05	0.00	79.37	79.37	0.01	0.00	79.56

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.05	0.39	0.39	0.00	1.46	0.01	1.47	0.00	0.01	0.01	0.00	55.43	55.43	0.00	0.00	55.48
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.08	3.08	0.00	0.00	3.08
Total	0.05	0.39	0.42	0.00	1.46	0.01	1.47	0.00	0.01	0.01	0.00	58.51	58.51	0.00	0.00	58.56

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.11	0.84	0.54	0.00		0.05	0.05		0.05	0.05	0.00	79.37	79.37	0.01	0.00	79.56
Total	0.11	0.84	0.54	0.00	0.00	0.05	0.05	0.00	0.05	0.05	0.00	79.37	79.37	0.01	0.00	79.56

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.05	0.39	0.39	0.00	1.46	0.01	1.47	0.00	0.01	0.01	0.00	55.43	55.43	0.00	0.00	55.48
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.08	3.08	0.00	0.00	3.08
Total	0.05	0.39	0.42	0.00	1.46	0.01	1.47	0.00	0.01	0.01	0.00	58.51	58.51	0.00	0.00	58.56

3.4 Building Construction - Trail - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.27	0.17	0.00		0.02	0.02		0.02	0.02	0.00	25.05	25.05	0.00	0.00	25.12
Total	0.04	0.27	0.17	0.00		0.02	0.02		0.02	0.02	0.00	25.05	25.05	0.00	0.00	25.12

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr						
	Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.36
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.62
Total	0.00	0.00	0.01	0.00	0.98	0.98	0.00	0.00	0.98								

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.27	0.17	0.00		0.02	0.02		0.02	0.02	0.00	25.05	25.05	0.00	0.00	25.12
Total	0.04	0.27	0.17	0.00		0.02	0.02		0.02	0.02	0.00	25.05	25.05	0.00	0.00	25.12

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.36
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.62
Total	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.98	0.98	0.00	0.00	0.98

3.5 Building Construction - Bridge - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.93	2.93	0.00	0.00	2.94
Total	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.93	2.93	0.00	0.00	2.94

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.00	0.00	0.04
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.06
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.10

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.93	2.93	0.00	0.00	2.94
Total	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.93	2.93	0.00	0.00	2.94

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.00	0.00	0.04

Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.06
Total	0.00	0.10	0.10	0.00	0.00	0.10										

3.6 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.02	0.12	0.07	0.00		0.01	0.01		0.01	0.01	0.00	10.13	10.13	0.00	0.00	10.16
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.02	0.12	0.07	0.00		0.01	0.01		0.01	0.01	0.00	10.13	10.13	0.00	0.00	10.16

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.34
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.34

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.02	0.12	0.07	0.00		0.01	0.01		0.01	0.01	0.00	10.13	10.13	0.00	0.00	10.16
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Total	0.02	0.12	0.07	0.00		0.01	0.01		0.01	0.01	0.00	10.13	10.13	0.00	0.00	10.16
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Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	tons/yr					MT/yr						
					Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.34
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.34

APPENDIX C-1
Biological Resources
Plant Species List

VASCULAR PLANT SPECIES

CONIFERS

CUPRESSACEAE – CYPRESS FAMILY

Hesperocyparis macrocarpa – Monterey cypress

ANGIOSPERMS (DICOTS)

AIZOACEAE – FIG-MARIGOLD FAMILY

* *Carpobrotus edulis* – Hottentot-fig

APIACEAE – CARROT FAMILY

* *Conium maculatum* – poison hemlock

ASTERACEAE – SUNFLOWER FAMILY

Artemisia californica – California sagebrush

Artemisia douglasiana – mugwort

Baccharis pilularis – coyote brush

Conyza Canadensis – Horseweed

* *Delairea odorata* – Cape ivy

Encelia californica – California brittlebrush

Laennecia coulteri – Coulter's horseweed

Malacothrix saxatilis var. *saxatilis* – Cliff aster (CNPS List 4.2)

BRASSICACEAE – MUSTARD FAMILY

* *Brassica nigra* – black mustard

CACTACEAE- CACTUS FAMILY

Opuntia littoralis – Western prickly pear

CHENOPODIACEAE – GOOSEFOOT FAMILY

Atriplex lentiformis – Quail bush

* *Atriplex semibaccata* – Australian saltbush

* *Salsola tragus* – Russian thistle

Suaeda taxifolia – Woolly seablite (CNPS List 4.2)

CONVOLVULACEAE – MORNING-GLORY FAMILY

Calystegia macrostegia ssp. *cyclostegia* – coast morning-glory

LAMIACEAE – MINT FAMILY

Marrubium vulgare – Horehound

MYOPORACEAE – MYOPOROM FAMILY

- * *Myoporum laetum* – myoporom

POLYGONACEAE - BUCKWHEAT FAMILY

- Eriogonum parvifolium* – Sea cliff buckwheat

ANGIOSPERMAE (MONOCOTYLEDONES)

POACEAE – GRASS FAMILY

- * *Hordeum murinum* – hare barley
- Leymus condensatus* – Giant wild rye
- * *Pennisetum setaceum* – crimson fountaingrass

- * signifies introduced (non-native) species

CNPS List 4.2 – California Native Plant Society List 4.2 (limited distribution).

APPENDIX C-2
Biological Resources
Wildlife Species List

WILDLIFE SPECIES

INVERTEBRATES

PIERIDAE – WHITE AND YELLOW BUTTERFLIES

Pieris rapae – Cabbage white

POLYOMMATINAE – BLUE BUTTERFLIES

Brephidium exile – Pygmy blue

REPTILES

PHRYNOSOMATIDAE – SPINY LIZARDS, SIDE-BLOTCHED LIZARDS, AND ALLIES

Sceloporus occidentalis bocourtii – Coast Range fence lizard

Uta stansburiana elagans – Common side-blotched lizard

BIRDS

CATHARTIDAE - VULTURES

Cathartes aura – Turkey vulture

COLUMBIDAE – PIGEONS AND DOVES

Streptopelia decaocto – Eurasian collared-dove

Zenaida macroura – Mourning dove

CUCULIDAE – CUCKOOS AND ROADRUNNERS

Geococcyx californianus – Greater roadrunner

COLUBRIDAE – HUMMINGBIRDS

Calypte anna – Anna's hummingbird

TYRANNIDAE – TYRANT FLYCATCHERS

Sayornis nigricans – Black phoebe

HIRUNDINIDAE – SWALLOWS

Hirundo rustica – Barn swallow

TROGLODYTIDAE – WRENS

Thryomanes bewickii – Bewick's wren

SYLVIIDAE – WRENTIT, OLD WORLD WARBLERS

Chamaea fasciata - Wrentit

STURNIDAE – STARLINGS AND MYNAS

Sturnus vulgaris – European starling

EMBERIZIDAE – SPARROWS AND ALLIES

Melospiza crissalis – California towhee

Melospiza melodia – Song sparrow

CARDINALIDAE – CARDINALS, GROSBEAKS, AND BUNTINGS

Pheucticus melanocephalus – Black-headed grosbeak

FRINGILLIDAE – FINCHES

Carpodacus mexicanus – House finch

Spinus psaltria – Lesser goldfinch

MAMMALS

MURIDAE – RATS, MICE, VOLES

Neotoma sp. – Woodrat

LEPORIDAE – RABBITS AND HARES

Sylvilagus bachmani – Brush rabbit