



**DRAFT
MITIGATED NEGATIVE DECLARATION**

**CITY OF CARPINTERIA
LOCAL COASTAL PROGRAM AMENDMENTS**

**LINDEN AVENUE - CASITAS PASS ROAD
INTERCHANGES AND VIA REAL EXTENSION**

SOUTH COAST HOV LANES

SANTA CLAUS LANE BIKE PATH

Applicant: City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, CA 93013

Public Review Dates

August 29, 2013 until September 27, 2013 at 5:00 p.m.

Environmental Review Committee Meeting
September 19, 2013 at 5:30 p.m. in the Council Chamber at City Hall
5775 Carpinteria Avenue, Carpinteria, CA 93013

Contact

**Jackie Campbell, Director
Community Development Department
City of Carpinteria
jackiec@ci.carpinteria.ca.us
805-684-5405 x451**

Table of Contents

Section 1:	Project Background and Regulatory Process.....	6
1.1	Project Overview.....	6
1.2	CEQA Lead Agency and Discretionary Approvals.....	6
1.3	Other Public Agencies Whose Review and/or Approval May Be Required	6
1.4	Public Review Process.....	7
Section 2:	Project Description	8
2.1	Introduction	8
	Background and Need for Proposed Amendments	8
	Balancing Coastal Act Policy Conflicts: Coastal Access and Recreation Enhancement Program	9
2.2	Purpose and Intent	12
2.3	Location.....	13
2.4	Surrounding Land Uses and Environmental Setting	18
2.5	Project Description	18
Section 3:	Impact Discussion	21
3.1	AESTHETICS	21
3.2	AGRICULTURAL AND FORESTRY RESOURCES.....	25
3.3	AIR QUALITY	29
3.4	BIOLOGICAL RESOURCES.....	33
3.5	CULTURAL RESOURCES	44
3.6	GEOLOGY AND SOILS	46
3.7	GREENHOUSE GAS EMISSIONS	49
3.8	HAZARDS AND HAZARDOUS MATERIALS.....	51
3.9	HYDROLOGY AND WATER QUALITY	53
3.10	LAND USE AND PLANNING.....	59
3.11	MINERAL RESOURCES	65

3.12	NOISE	66
3.13	POPULATION AND HOUSING	71
3.14	PUBLIC SERVICES.....	72
3.15	RECREATION.....	74
3.16	TRANSPORTATION/TRAFFIC.....	76
3.17	UTILITIES AND SERVICES SYSTEMS.....	79
3.18	MANDATORY FINDINGS OF SIGNIFICANCE.....	81
3.19	PROJECT ALTERNATIVES	82
3.20	RECOMMENDATION BY STAFF.....	82

Section 4:	References and Contacts for the Draft Mitigated	
Negative Declaration	83
4.1	Agencies and Persons Consulted	85

List of Figures

Figure 1	Whitney Site Agriculture Overlay District Boundaries.....	9
Figure 2	Transportation Corridor Wetland Overlay District Boundaries	11

Appendices

Appendix A	Draft Whitney Site Agriculture Overlay District
Appendix B	Draft Text Amendments – Coastal Land Use Plan (Agriculture)
Appendix C	Transportation Corridor Wetland Overlay District
Appendix D	Draft Text Amendments – Coastal Land Use Plan (Wetland)
Appendix E	Whitney Parcel Transportation Portion Zoning & Land Use Designations

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City of Carpinteria Draft Mitigated Negative Declaration

- 1. Project Title:** Carpinteria Local Coastal Program Amendments for Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements, South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path
- 2. Lead Agency:** City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, CA 93013
- 3. Contact Person:** Jackie Campbell, Community Development Director
jackiec@ci.carpinteria.ca.us / (805) 684-5405 x451

4. Project Location:

The proposed Transportation Corridor Wetland Overlay District would generally encompass: Highway 101 (including a narrow strip of land along the outside shoulders) from the western boundary of the City of Carpinteria to the approximate vicinity of the Casitas Pass Road overcrossing; the alignments for Linden Avenue and Casitas Pass Road overcrossings within 1,000 feet of Highway 101; and the alignment for the Via Real extension. Refer to *Figure 1* for conceptual boundaries of the Transportation Corridor Overlay District.

The proposed Whitney Site Agriculture Overlay District would encompass only the remainder of the original 8.95-acre Whitney parcel (APN 001-070-012) not dedicated to public roadway purposes. Refer to *Figure 2* for conceptual boundaries of the Whitney Site Agriculture Overlay District.

5. Project Co-sponsors: California Department of Transportation (Caltrans) and Santa Barbara County Association of Governments (SBCAG)

6. General Plan/Local Coastal Land Use Plan Designations:

Transportation Corridor (TC), Agriculture (AG), Open Space/Recreation (OSR), Public Facility (PF), Visitor-Serving Commercial (VC), General Commercial (GC) and Residential (LDR and MDR)

7. Zoning:

Community Facility (CF), Manufacturing (M-CD), Commercial (CPD), Utility (UT), Agriculture (A-5), Planned Unit Development (PUD), Residential (PRD 20, PRD 18, 4-R-1, 6-R-1, 7-R-1, MHP), Resort (RES) and Recreation (REC)

8. Project Description: See Section 2 for project specific information.

9. Surrounding Land Uses and Setting: See Section 2.4 for a discussion of the surrounding land uses and environmental setting.

10. Other public agencies whose approval is required: See Section 1.3 for a discussion of other public agencies whose review or approval is required.

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 type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agricultural Resources | <input 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 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) 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 or pages 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.

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Section 1: Project Background and Regulatory Process

1.1 Project Overview

The proposal consists of amendments to the City of Carpinteria Local Coastal Program, including: 1) text amendments to the agriculture section of the Carpinteria Coastal Land Use Plan; 2) creation in the Zoning Code of a new Whitney Site Agriculture Overlay District; 3) text amendments to the wetland sections of the Carpinteria Coastal Land Use Plan; 4) creation in the Zoning Code of a new Transportation Corridor Wetland Overlay District and, 5) redesignation of the transportation portion of the Whitney Site to Transportation Corridor and elimination of the agriculture zoning designation.

The proposed amendments are being sought by the project co-sponsors in order to accommodate planned improvements to Highway 101 and related local transportation network elements. The proposed amendments, in and of themselves, do not entail physical development, construction or alteration of the physical or natural environment. However, adoption of the proposed amendments would establish a local coastal policy framework under which two highway improvement proposals could potentially be approved for development: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements; and 2) South Coast High Occupancy Vehicle (HOV) Lanes. In addition, two path/trail proposals are included with the amendments package, and would be required to be constructed in tandem with an associated highway improvement: 1) Carpinteria Rincon Trail [must be constructed if Linden/Casitas/Via Real is approved]; and 2) Santa Claus Lane Bike Path [must be constructed if South Coast HOV Lanes is approved].

1.2 CEQA Lead Agency and Discretionary Approvals

The City of Carpinteria has authority to act as the Lead Agency for the proposed amendments to the Carpinteria Coastal Land Use Plan and Zoning Code in accordance with CEQA Guidelines Sections 15050 - 15051 and is responsible for preparing this Draft Mitigated Negative Declaration (MND). The purpose of the Draft MND is to determine whether the project may have significant effects on the environment.

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

This Draft MND 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, or those needing to accept newly established performance standards or other obligations which would become applicable to currently planned improvements:

- California Coastal Commission – approval authority for the proposed amendments to the Carpinteria Local Coastal Program
- Caltrans District 5 – acceptance of development standards established for encroachment of project improvements into agriculture, wetland and wetland buffers

- SBCAG – acceptance of path/trail development obligations linked to related highway improvements, as established under the proposed amendments

1.4 Public Review Process

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

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. 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. Written comments should be mailed or emailed to:

Jackie Campbell, Community Development Director
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, CA 93013
jackiec@ci.carpinteria.ca.us

Section 2: Project Description

2.1 Introduction

Background and Need for Proposed Amendments

A series of inter-related improvements proposed for the Highway 101 transportation system within the City of Carpinteria have been deemed to be inconsistent with existing policy language of the Carpinteria Local Coastal Program and California Coastal Act. As such, the City proposes to amend the Carpinteria Coastal Land Use Plan and related portions of the Carpinteria Zoning Code in order to accommodate the following proposals: Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements and South Coast HOV Lanes (within Carpinteria).

The Casitas Pass Road interchange northbound on-ramp and off-ramp facility, including the related new segment of Via Real, would remove or convert an approximately five-acre portion of an existing nine-acre parcel from agricultural use to transportation facility. The conversion of five acres of agricultural land to non-agricultural use is considered to be inconsistent with City and Coastal Act policies that protect agriculture. Conflicts with agricultural resource protection policies are to be balanced against policies addressing coastal public access and recreation opportunities, as discussed in detail below. A new zoning overlay district (Whitney Site Agriculture Overlay District) and text amendments to the agriculture portion of the Coastal Land Use Plan are proposed in order to establish mitigation for the direct loss of agricultural land via creation of an agriculture preservation program (refer to Appendices A and B).

The Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements would encroach into existing wetland (as defined using the Coastal Commission single criterion definition), riparian habitat associated with Carpinteria Creek and designated environmentally sensitive habitat area (ESHA). The Linden Avenue improvements would encroach into existing wetland which can also be defined as ESHA under the Coastal Land Use Plan. The project team has worked to refine the alignment of proposed elements to avoid wetland, riparian and ESHA resources, but total avoidance of these resources has not been found to be feasible. The preferred project alternative minimizes encroachment into and impacts on these resources and provides restoration of habitat areas onsite where feasible and offsite where necessary. The encroachment of project elements into the established protective buffer area for wetland and direct project impacts upon (removal of) wetland are inconsistent with City and Coastal Act policies that protect these wetland resources within the Coastal Zone.

The South Coast HOV Lanes would encroach into existing wetland buffers (as defined using the Coastal Commission single criterion definition). The project team has worked to refine the alignment of proposed elements so as to avoid wetland resources, but total avoidance of these resources has not been found to be feasible. The encroachment of project elements into the established protective buffer area for wetland and direct project impacts upon (removal of) wetland are inconsistent with City and Coastal Act policies that protect these wetland resources within the Coastal Zone.

Complete mitigation for direct and indirect impacts of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements and the South Coast HOV Lanes on wetland, riparian and ESHA resources will be required in order for the projects to receive discretionary approvals. However, despite mitigation to ameliorate physical project impacts on these resources, conflicts with the City and Coastal Act policies would remain. Such conflicts must be weighed against benefits delivered by the projects under other objectives and policies of the Coastal Act. In the case of these two projects, conflicts with wetland protection policies are to be balanced against policies addressing coastal public access and recreation opportunities, as discussed in detail below. A new zoning overlay district (Transportation Corridor Wetland Overlay District) and text amendments to the zoning code (§14.42.040 – development standards) and wetland protection portions of the Coastal Land Use Plan are proposed to establish mitigation for the direct loss of wetland and wetland buffer, as well as create development standards for improvements that would be allowed to encroach into wetland and wetland buffer (refer to Appendices C and D).

Balancing Coastal Act Policy Conflicts: Coastal Access and Recreation Enhancement Program

As stated above, conflicts with agriculture resource protection policies and wetland resource protection policies associated with the highway improvement projects are to be balanced against policies addressing coastal public access and recreation opportunities. Coastal access and recreation enhancements delivered by the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements would be considered primarily to be local or sub-regional in nature. The South Coast HOV Lanes project has a regional scope, but would primarily benefit automobile, van and bus passengers. However, the highway and interchange proposals, by themselves, lack a component to address improvement of access to coastal resources at the regional level for alternative transportation modes.

In order to achieve a regionally important improvement to alternative transportation modes for the purpose of increasing access to coastal resources for all members of the public, the project sponsors propose the construction of two important bike path/trail segments. The completion of either path would increase the total length of bikeway within the Coastal Zone of the South Central Coast, making a meaningful contribution to bicycle access and recreation opportunities. However, taken together, these two bike path segments would close the remaining two gaps in a nearly 40-mile long bikeway system that would span from the City of Santa Barbara to the City of Ventura, resulting in a significant benefit to regional and statewide cycling enthusiasts and to members of the public who seek to access coastal resources via an affordable transportation mode. These two bike path/trail proposals are described in detail below.

The path/trail proposals are necessary to achieve meaningful enhancements to regional scale access to coastal resources and coastal recreation opportunities which can then be used to balance the conflicts of the overall package of transportation projects with agriculture and wetland protection policies. The bike/trail proposals must be formally linked to the larger highway and related improvements for the ability to seek the proposed Coastal Plan Land Use and Zoning Code amendments, with respect to policy conflict resolution under the Coastal Act.

1. Carpinteria Rincon Trail (From SR 150/Carpinteria Avenue to Rincon County Park)

This proposal consists of construction of a coastal bike path/trail from the existing southern (eastern) terminus of Carpinteria Avenue (transition to State Route 150) to Rincon County Park. Construction of this path would close a coastal trail gap between Carpinteria Avenue and the new Class I trail along US 101 which begins at Mussel Shoals in Ventura County and has a northern terminus at the Rincon State Beach Park parking lot, a distance of three miles. The proposed alignment would require a right-of-way easement for the portion of the trail that crosses the Union Pacific Railroad (UPRR) tracks within the County of Santa Barbara. The Carpinteria Rincon Trail proposal would not involve potential inconsistencies with existing policy language of the Carpinteria Coastal Land Use Plan or California Coastal Act and therefore this path does not require the proposed amendments to be adopted in order to proceed through the development review process.

Coastal Commission staff has identified the Rincon segment of the Carpinteria Coastal Vista Trail (CCVT) as a high priority in the region because the existing gap in the trail creates a significant constraint for bicyclists and pedestrians. In order to traverse this gap, southbound cyclists are required to use the US 101/SR 150 southbound on-ramp, and cycle along the shoulder of the highway until reaching the Bates Road exit to access Rincon County Park. Northbound bicyclists must also ride along the highway shoulder or take a circuitous route through local rural roads from Bates Road to Highway 150 before reaching Carpinteria Avenue.

With closure of this gap by constructing the Rincon Coastal Trail, cyclists would be able to ride from the City of Ventura to the City of Carpinteria on a Class I bikepath, avoiding the use of any highway shoulder segments along this 14-mile stretch of scenic coastline. The Rincon Coastal Trail shall be completed prior to the completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements construction. The opening of this trail to the public will be contingent upon the development of a permanent maintenance agreement among the parties, including the City of Carpinteria, Santa Barbara County and Caltrans.

2. Santa Claus Lane Bike Path (Santa Claus Lane to Carpinteria Avenue)

This proposal consists of a Class I Bike Path from the eastern terminus of Santa Claus Lane to the western terminus of Carpinteria Avenue. Development of this path will close an existing gap in the coastal bike trail (as designated in the Santa Barbara County Association of Governments Regional Bike Plan, Santa Barbara County, 2008). A goal of this construction design and implementation for the path would be to accommodate the path within the Caltrans/City/County right-of-way (to avoid any Union Pacific Railroad right-of-way). Given the present alignment of Highway 101 in the project vicinity, and the location of mapped wetland and wetland buffer area, it is anticipated the bike path could not be developed without encroachment into wetland and wetland buffer. While the path would deliver substantial benefits to local and regional access for coastal resources and recreation opportunities, since it would itself involve encroachment into wetland and wetland buffer areas, the path would necessitate the wetland amendments proposed. As such, approval of a Coastal Development Permit for the path would depend on successful adoption of the proposed amendments. The Coast Route Bike Path shall be completed no later than the completion of the adjacent phase of construction for the South Coast HOV Lanes. The opening of

this path to the public will be contingent upon the development of a permanent maintenance agreement among the parties, including the City of Carpinteria, Santa Barbara County and Caltrans.

Local Context for Bike Path and Trails in Relation to Coastal Access

The most significant east-west component of the Carpinteria bikeway system is a continuous Class 2 bike path along Carpinteria Avenue from an eastern origin at State Route 150 to a western terminus near the City limit. Dedicated Class 2 paths connect Carpinteria Avenue to the beachfront area and Carpinteria State Beach along Linden Avenue and Palm Avenue. From Linden Avenue, Sandyland Road and Third Street offer cyclists a route parallel to the ocean; these roads do not have dedicated bike paths, but enjoy low volumes and low speeds of vehicular traffic compatible with shared cyclist use.

Non-motorized trails also connect the Carpinteria Avenue Class 2 bike path with the Carpinteria Bluffs Trail from Carpinteria State Beach eastward to nearly the Bluffs Area III property at the eastern boundary of the City. Trail connections are provided adjacent to the Tee Time Practice Golf Center through the Carpinteria Bluffs Nature Preserve at the southern terminus of Bailard Avenue and Viola Field, the ball fields east of Bailard Avenue. Views of the ocean, Channel Islands, tidal interface and harbor seal haul out area are all available from the Carpinteria Coastal Vista Trail.

An important connection to the Carpinteria Avenue Class 2 bike path from areas north of the US 101 corridor is along the Linden Avenue Class 2 bike facility. This path is currently constrained at the Linden Avenue overcrossing where vehicle travel lanes are quite narrow and must be shared by cyclists. The Linden Avenue bike path extends from the beach to Carpinteria High School, also the northern limits of developed neighborhoods, and connects to Foothill Road (SR 192). Foothill Road is a regional bike route (as designated in the Santa Barbara County Association of Governments Regional Bike Plan, Santa Barbara County, 2008). Replacement of the Linden Avenue overcrossing with a structure featuring dedicated five-foot wide bike lanes in both directions will greatly enhance the usability of this major bikeway link from northern areas of the City across US 101 to coastal areas, as well as improving the bikeway link between SR 192 and Carpinteria Avenue.

The proposed Casitas Pass Road improvement project also has a striped Class 2 bike path between the US 101 overcrossing and Carpinteria Avenue, a highly traveled roadway segment that connects the residential neighborhoods inland of the freeway to the commercial area and coastal resources south of the freeway. The narrow overcrossing does not currently have a striped bike path and cyclists must share the narrow travel lanes with vehicles. On the north side of US 101, Casitas Pass Road is striped with a Class 2 facility all the way to Foothill Road (SR 192). Replacement of the Casitas Pass Road overcrossing with a structure featuring dedicated bike lanes in both directions will greatly enhance the usability and safety of this major bikeway link from northern areas of the City, across US 101, to coastal areas, as well as improving the bike way link between SR 192 and Carpinteria Avenue.

A third bike link from neighborhoods north of US 101 to coastal areas is provided by a Class 1 bike path along Carpinteria Creek, between the residential neighborhoods near Carpinteria Creek Park and Carpinteria Avenue, continuing as a Class 2 path to Palm Avenue and into Carpinteria State Beach Park. However, the segment under Highway 101 is only a dry weather facility; when there is any flow in

Carpinteria Creek this path is unusable. The extension of Via Real and the construction of an all-weather bike path undercrossing beneath US 101 will complete a dedicated Class 1 bike path along the north side of US 101 between Linden Avenue and Bailard Avenue. Cyclists from the residential neighborhoods all along this new continuous path would have direct access to the Carpinteria Creek bike path and also to the Casitas Pass and Linden Avenue bike paths as well as to Palm Avenue which leads directly to the beach through Carpinteria State Beach Park. This bike path system would afford access both to and along the coast and to the regional bike route along the foothills.

In that the spine of the bike system within the City of Carpinteria is represented by the Carpinteria Avenue Class 2 bike path, the connection of this path on the west with the Santa Claus Lane Bike Path and on the east with the Rincon Trail, will provide the ability for Carpinteria residents and visitors to reach recreational, employment and coastal resource destinations throughout the South Coast area. It would also mean that cyclists from other destinations throughout the South Coast region could reach Carpinteria, with its many coastal resource amenities, on bicycle, thus providing a regional bike path resource and completing another segment of the California Coastal Trail.

2.2 Purpose and Intent

The proposed amendments have been devised in response to identified conflicts of the series of planned transportation improvements with coastal policies designed to protect agriculture, wetland and wetland buffers. The purpose and intent of each of the major components of the amendments is provided below.

Whitney Site Agriculture Overlay District

The purpose of the Whitney site overlay district is to provide for specific standards to ensure preservation of the remainder of the Whitney parcel for agricultural use through an agricultural easement and to provide for the establishment and maintenance of programs for sustainable agriculture in the Carpinteria Valley. Therefore, this overlay district establishes specific standards related to open field agriculture resource protection and mitigation.

Text Amendments to Agriculture Portion of Coastal Land Use Plan

The purpose of the text amendments is to protect agriculture and agriculture education opportunities within the Whitney Site Agriculture Overlay District. The intent is to ensure awareness of applicability of the Whitney site overlay district to this parcel, with attendant restrictions and performance standards, including a limitation to the total area of the site which can be converted to public transportation.

Transportation Corridor Wetland Overlay District

The purpose of the Transportation Corridor Wetland Overlay District is to provide for specific standards of development for three proposed projects that occur in the vicinity of coastal wetlands: the joint SBCAG-Carpinteria-Caltrans Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements, South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path [within Carpinteria] projects. The intent is to ensure a more precise level of planning than ordinarily possible under the local implementation plan. Therefore, this overlay establishes specific standards related to fill or other

impacts to wetland or reduction of wetland buffers, mitigation measures, drainage and storm water management, and coastal access and recreation enhancements.

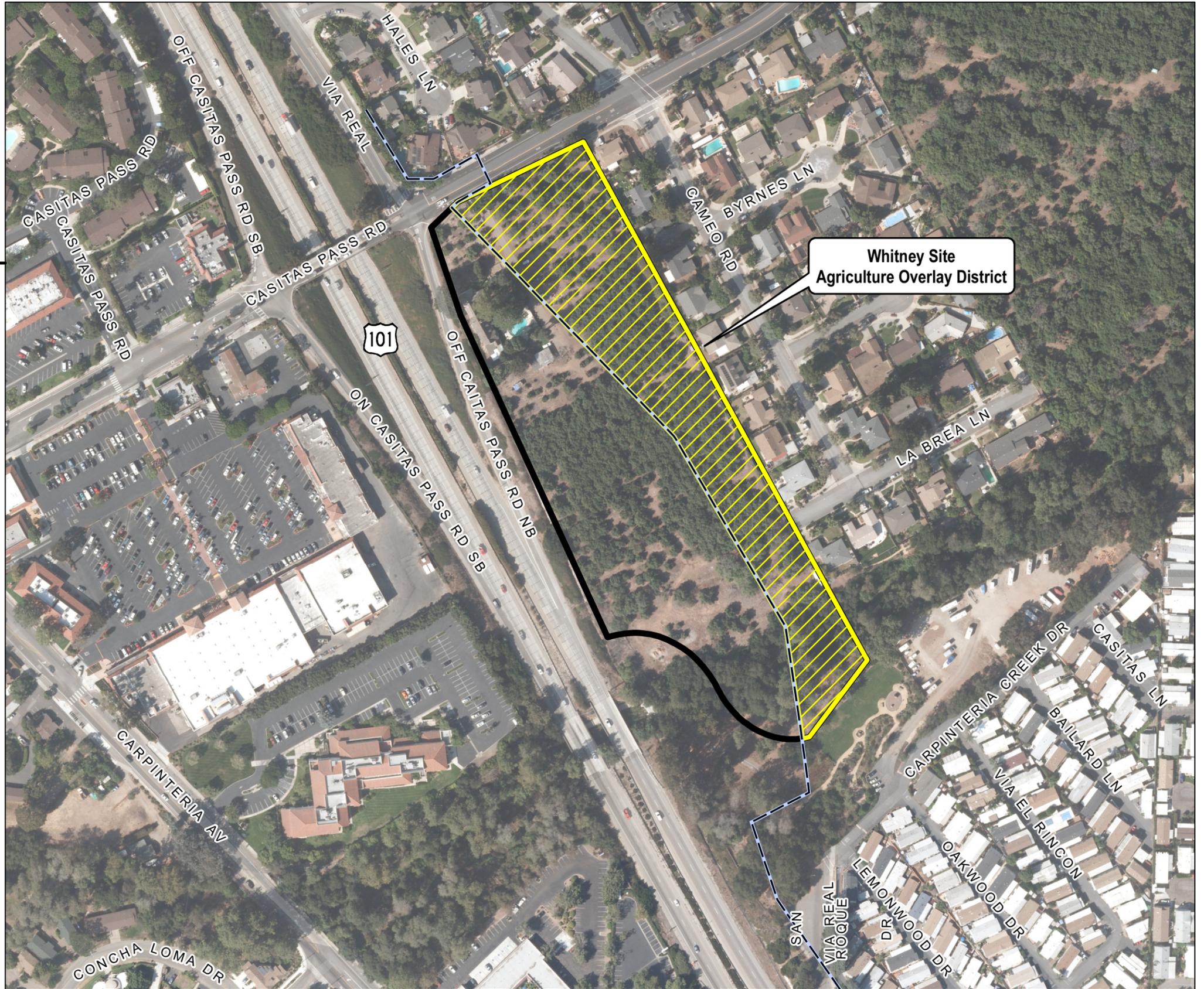
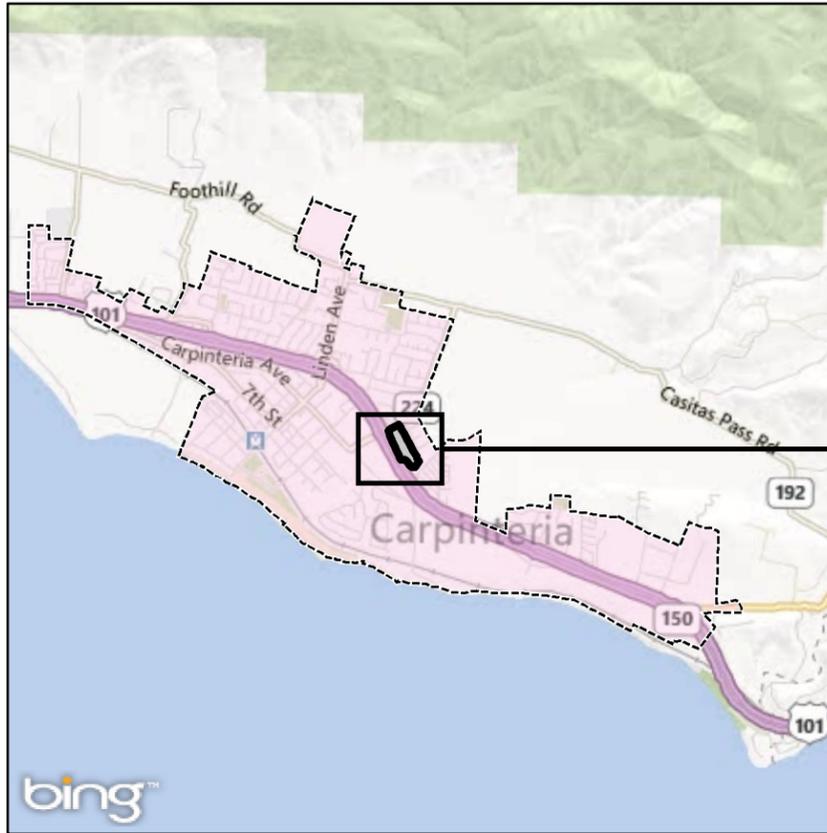
Text Amendments to Wetland Portion of Coastal Land Use Plan

The purpose of the text amendments is to narrowly define the allowed encroachment into wetland and wetland buffer such that it is applicable only to the three identified, planned, transportation improvements, and to establish an obligation link between proposed path/trail components and the planned highway improvement proposals. The intent is to ensure awareness of applicability of the Transportation Corridor Wetland Overlay District, with attendant restrictions and performance standards, for any project improvements which cannot avoid encroachment into wetland and wetland buffer.

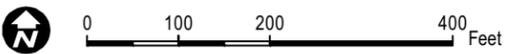
2.3 Location

The proposed Transportation Corridor Wetland Overlay District would generally encompass: Highway 101 (including a narrow strip of land along the outside shoulders) from the western boundary of the City of Carpinteria to the approximate vicinity of the Carpinteria Pass Road overcrossing; the alignments for Linden Avenue and Casitas Pass Road overcrossings within 1,000 feet of Highway 101; and the alignment for the Via Real extension. Refer to *Figure 1* for conceptual boundaries of the Transportation Corridor Overlay District.

The proposed Whitney Site Agriculture Overlay District would encompass only the remainder of the original 8.95-acre Whitney parcel (APN 001-070-012) not dedicated to public roadway purposes. Refer to *Figure 2* for conceptual boundaries of the Whitney Site Agriculture Overlay District.



-  Whitney Site Agriculture Overlay District
-  Proposed Right-of-Way Northern Limit
-  Whitney Parcel (APN: 001-070-012)



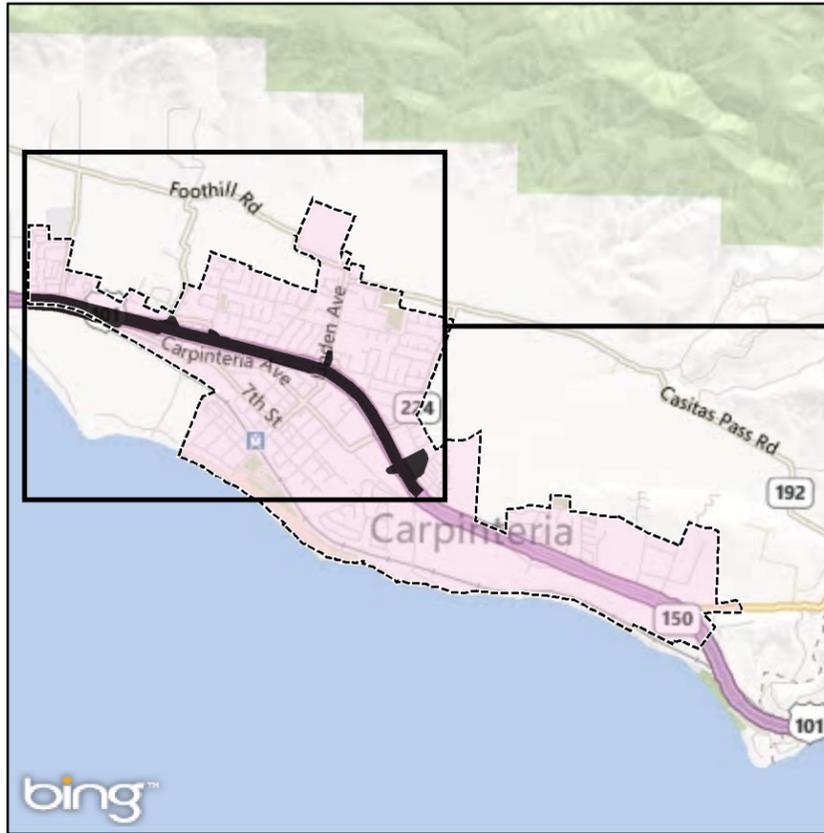
AERIAL SOURCE: CIRGIS 2012
 DESIGN SOURCE: CALTRANS 2013

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FIGURE 1
 Whitney Site Agriculture Overlay District

CITY OF CARPINTERIA LOCAL COASTAL PROGRAM AMENDMENT - MITIGATED NEGATIVE DECLARATION

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-  Transportation Corridor Wetland Overlay District
-  City of Carpinteria

0 250 500 1,000 Feet

AERIAL SOURCE: CIRGIS 2012
 DESIGN SOURCE: CALTRANS 2013

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FIGURE 2
Transportation Corridor Wetland Overlay District

CITY OF CARPINTERIA LOCAL COASTAL PROGRAM AMENDMENT - MITIGATED NEGATIVE DECLARATION

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2.4 Surrounding Land Uses and Environmental Setting

From a geographic perspective, the proposed amendments principally entail the establishment of two distinct zoning overlay districts. The proposed Transportation Corridor Wetland Overlay District would generally encompass: Highway 101 (including a narrow strip of land along the outside shoulders) from the western boundary of the City of Carpinteria to the approximate vicinity of the Carpinteria Pass Road overcrossing; the alignments for Linden Avenue and Casitas Pass Road overcrossings within 1,000 feet of Highway 101; and the alignment for the Via Real extension. A variety of land uses including manufacturing, commercial, utility, open space, park, residential and transportation are located along the outside of the proposed Transportation Corridor Wetland overlay district.

With respect to the environmental setting, the Transportation Corridor Wetland Overlay District can be characterized as primarily developed, and containing paved roadway and related improvements. The main Highway 101 portion of the proposed overlay district includes planted landscaping, including trees, shrubs and groundcover at various places along the edge of the paved roadway section and within the median separating the travel lanes. Wetland, primarily associated with drainage facilities constructed for the transportation facilities, also exists within the overlay district; the existence of such wetland is the impetus for the creation of the overlay district. The portion of the proposed overlay district encompassing the proposed Via Real extension includes native oak woodland, riparian habitat associated with Carpinteria Creek, wetland associated with Carpinteria Creek and planted avocado orchard.

The proposed Whitney Site Agriculture Overlay District would encompass the remainder of the original 8.95-acre Whitney parcel not dedicated to public roadway purposes. Surrounding land uses include residences to the west and north, open space and public park to the east and Highway 101 to the south. With respect to the environmental setting, the proposed Whitney Site Overlay District includes native oak woodland, riparian habitat associated with Carpinteria Creek, wetland associated with Carpinteria Creek and planted avocado orchard.

2.5 Project Description

The City proposes to amend the Carpinteria Coastal Land Use Plan and related portions of the Carpinteria Zoning Code in order to accommodate an inter-related series of transportation improvement proposals while at the same time ensuring preservation of agriculture opportunities and wetland resources (including wetland buffer area) and achieving a substantial and meaningful enhancement of public access to coastal resources and recreation.

The proposed project consists of a new zoning overlay district (Whitney Site Agriculture Overlay District) and text amendments to the agriculture portion of the Coastal Land Use Plan, a new zoning overlay district (Transportation Corridor Wetland Overlay District), zoning code text amendments to the wetland definition and text amendments for the wetland protection portions of the Coastal Land Use Plan. Last, the agriculture zoning and land use designation would be removed from the roadway portion of the Whitney parcel, redesignating the transportation portion of the property to Transportation Corridor. Each of these components of the proposed project is described in more detail below.

Whitney Site Agriculture Overlay District

The proposed Whitney Site Agriculture Overlay District has been devised to apply to the portion of the former Whitney parcel not dedicated to proposed roadway improvements under the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements. The proposed overlay would restrict roadway development within the parcel to no more than five acres; would require the balance of the property to be maintained in agriculture or used for agriculture education in perpetuity; and would prescribe a comprehensive agriculture preservation program to be implemented within the City which includes a community garden program, gardening education, and the removal of two agricultural parcels from the City of Carpinteria Sphere of Influence. The proposed Whitney Site Agriculture Overlay District is included in Appendix A.

The proposed text amendment pertinent to agriculture resources in the Carpinteria Coastal Land Use Plan simply reinforces the applicability of the Whitney Site Agriculture Overlay District to any proposed activity to be carried out within the preserved portion of the Whitney parcel. Refer to Appendix B.

Transportation Corridor Wetland Overlay District

The proposed Transportation Corridor Wetland Overlay District establishes a comprehensive set of development standards which would apply to the encroachment of development into wetland buffer or wetland located within the boundaries of the overlay district. Specification of an overlay district limits the areal extent or geographic boundaries within which any encroachment could be permitted into wetland or wetland buffer. The proposed overlay district also goes further with respect to limiting potential encroachments by designating only three specific transportation proposals that would be eligible to encroach into wetland or wetland buffer after all avoidance and minimization efforts have been accomplished. The three improvements specified as eligible under the proposed Transportation Corridor Wetland Overlay District are: Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements, South Coast HOV Lanes (within Carpinteria) and the Santa Claus Lane Bike Path. Development standards include appropriate replacement ratios for impacted wetland buffer and wetland; best management practices to address storm water quality from project impervious surfaces to wetland buffer and wetland; incorporation of pervious surface and maximization of infiltration opportunities; and technical specifications for the design of wetland and wetland buffer restoration. Finally, the Carpinteria Rincon Trail (to be constructed if Linden/Casitas/Via Real proposal is approved) and the Santa Claus Lane Bike Path (to be constructed if South Coast HOV Lanes proposal is approved) are mandated for development in order to deliver enhanced coastal access and recreation benefits. Refer to Appendix C (Transportation Corridor Wetland Overlay).

The proposed text amendment to the zoning code for wetlands would add a specification for the three named transportation improvement projects, establishing buffer setbacks consistent with the proposed Transportation Corridor Wetland Overlay District. The proposed text amendment to the Coastal Land Use Plan again would add the three named transportation improvement projects, establishing buffer setbacks consistent with the proposed Transportation Corridor Wetland Overlay District and would also repeat the mandate for development of the Carpinteria Rincon Trail (to be constructed if Linden/Casitas/Via Real proposal is approved) and the Santa Claus Lane Bike Path (to be constructed if South Coast HOV Lane

proposal is approved). The proposed text amendments to the zoning code and wetland portion of the Carpinteria Coastal Land Use Plan are included in Appendix D.

Rezone and Land Use Redesignation for Transportation Portion of Whitney Parcel

The Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements proposal would convert up to five acres of the former Whitney parcel to public roadway, sidewalk and bikeway (transportation improvements). The agriculture zoning and land use designations on this portion of the property would no longer be appropriate once the public transportation improvements have been completed. The Whitney Site Agriculture Overlay District has been specifically designed to apply to the balance of the parcel not converted to transportation, and therefore would not include the newly converted transportation portion. Elsewhere in Carpinteria, Highway 101 facilities, including interchanges, ramps and frontage roads, are assigned a coastal plan land use designation of TC, transportation corridor and are not assigned zoning designations. Therefore, the proposed amendments include removing the A-5 zoning designation from the transportation portion of the Whitney parcel, and changing the coastal plan land use designation from AG to TC. These proposed changes to the existing designations would bring the transportation portion of the parcel into conformity with other areas in Carpinteria that are similarly dedicated to transportation use. Refer to Appendix F for an exhibit of the area where these proposed new designations would be applied.

Section 3: Impact Discussion

The City, as the CEQA Lead Agency, has prepared this Draft Mitigated Negative Declaration to identify potentially significant environmental impacts associated with the proposed amendments to the Carpinteria Coastal Plan Land Use Element and Zoning Ordinance. 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 checked="" 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 checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Previous Environmental Documents

The Linden Avenue and Casitas Pass Road Interchanges Project EIR (Caltrans 2010) found the existing visual character and quality of the project area would be diminished under the proposal from the placement of soundwalls and greater urbanization of the project area due to larger overcrossings, bridges and the extension of Via Real; these impacts were determined to be less than significant. Proposed new lighting along the extension of Via Real was determined to adversely impact nighttime views. The EIR concluded scenic vistas of the mountains would be impaired due to the placement of soundwalls, but the view blockage impact was deemed less than significant in that the project was found to have adverse but less than significant visual effects. The EIR recommended a series of mitigation measures including: incorporation of sufficient area for landscaping; replacement plantings and new plantings to incorporate trees at bridge abutments, street trees along all new local road segments, screening trees in the vicinity of Ogan Road, native plantings in the vicinity of the Via Real and Highway 101 Carpinteria Creek bridges, and landscape treatment for all soundwalls; aesthetic treatments and designs for all new bridge and overcrossing structures; aesthetic treatment and plantings for all retaining walls and soundwalls; replanting of damaged median plantings; preparation for planting of all areas involving ramp removal; careful placement of utility poles, appropriate height of luminaires and cut-off lenses for new lighting adjacent to residential areas; and the Caltrans design team shall work with the City of Carpinteria Architectural Review Board so the project is made as consistent as possible with City of Carpinteria aesthetic goals.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) determined the existing visual character and quality of the project area would be diminished under the proposal from the placement of soundwalls and greater urbanization due to the addition of another travel lane in each direction (greater width paved section); these impacts were determined to be less than significant. The EIR concluded scenic vistas of the ocean and mountains would be impaired due to the placement of soundwalls, but the view blockage impact was deemed less than significant. In that the project was found to have adverse but less than significant visual effects, the EIR recommended a series of mitigation measures including: all soundwalls would include aesthetic treatments such as texture and/or color to blend with the community character; all proposed concrete median barriers would include aesthetic treatments such as texture and/or color appropriate for the setting; drainage structures visible from public areas would be designed to visually blend with the setting as much as possible; if new traffic management elements are added to the project, all visible components would be located in the least obtrusive locations possible and colored to reduce visibility; any new signage would be located so that it minimizes view blockage of the Pacific Ocean; all new lighting would minimize excess light and glare by careful placement of utility poles, height and position of luminaires and use of shielded lenses where feasible; existing trees and shrubs would be preserved to the

greatest extent possible; planting would be included with all retaining walls and soundwalls to the greatest extent possible; new landscaping would minimize view blockage of the Pacific Ocean to the greatest extent possible; plants with the potential of becoming skyline trees should be used as much as possible; and all permanent storm water treatment measures would be designed to visually fit with ornamental or natural landscaped roadsides.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) determined 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, thereby resulting in a beneficial impact with regard to scenic vistas. Fencing along the trail would be the minimum height necessary to provide safety and would use materials and/or colors that would blend with the natural environment. The MND disclosed the proposed shared use trail would be visible to US 101 travelers in both directions; however, the new trail and bridge was found in the MND to not substantially modify or block any significant vistas or blue water ocean views. The MND also concluded the project would have temporary adverse effects during construction, due to the loss of mature vegetation over a limited time period until grow-in of new landscaping and restoration of native plants 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. The removal of existing native vegetation during trail construction was determined to be a potentially significant short-term visual impact. This impact was mitigated with a restoration planting plan, also required to mitigate biological resource impacts of the project.

Impacts of Proposed Local Coastal Program Amendments

The proposed amendments to the Coastal Land Use Plan and Zoning Code do not include revision of any policy or development standard involving visual or aesthetic resources. The amendments also do not entail any direct physical development or proposed operations and would therefore not affect the visual or aesthetic environment in Carpinteria.

Nonetheless, with adoption of the proposed amendments, the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; aesthetic impacts of these proposals have been addressed in previous environmental documents (as discussed above).

The Santa Claus Lane Bike Path, similar to the Carpinteria Rincon Trail, would afford cyclists and pedestrians views of a scenic vista, in this case the Carpinteria Salt Marsh with the Pacific Ocean in the background. There would also be views to the local mountains available. As such, the project would be anticipated to deliver a beneficial impact for cyclists and pedestrians with regard to scenic vistas. Some components of the Santa Claus Lane Bike Path would be visible to US 101 travelers in both directions, namely the concrete traffic barrier separating the path from the freeway and a mesh screen to prevent blown objects from impacting path users. The barrier would be approximately three feet in height, which would not block ocean views for freeway travelers; the mesh screen above the barrier could impair views, depending on the material chosen. View blockage by the mesh screen and visual incompatibility of the traffic barrier could

result in potentially significant visual impacts. The project could also have temporary adverse effects during construction, due to the loss of mature vegetation, including plants located in wetland and wetland buffer areas. Wetland plant impacts would be mitigated with a required restoration plan (see 3.4 *Biological Resources*); loss of mature plants not associated with wetland would be addressed by a project landscape plan as indicated in the mitigation discussion. Aesthetic impacts associated with the Santa Claus Lane Bike Path are therefore anticipated to be potentially significant; a mitigation approach for impacts to aesthetics would therefore be required for incorporation into future environmental review of the Santa Claus Lane Bike Path proposal.

Mitigation Framework

At such time when project design has advanced to provide sufficient detail for comprehensive environmental review for the Santa Claus Lane Bike Path proposal, the following mitigation measures would be appropriate to consider, based upon review of the conceptual project information.

- AES-1 **Barrier Design.**** The traffic barrier between the Highway 101 southbound shoulder and the Santa Claus Lane Bike Path shall incorporate color and texture compatible with the center median traffic barrier used for the adjacent section of the South Coast HOV Lanes.

- AES-2 **Mesh Safety Screen.**** The mesh screen to be placed atop the traffic barrier to protect path users from blown or thrown objects shall provide the greatest transparency possible for US 101 travelers, consistent with the technical requirements for the mesh screen function.

- AES-3 **Landscape Plan.**** A landscape plan shall be prepared to address the replacement of existing plant species removed during construction of the Santa Claus Lane Bike Path, where such species occur outside the limits of wetland.

- AES-4 **Design Review.**** The design of the Santa Claus Lane Bike Path shall be reviewed by the City of Carpinteria Architectural Review Board.

Residual Impacts

With incorporation of mitigation measures **AES-1**, **AES-2**, **AES-3**, **AES-4** and **BIO-3** and **BIO-5**, residual aesthetics impacts from potential future development of the Santa Claus Lane Bike Path would be less than significant. Additional evaluation of detailed project information may warrant modification of the identified mitigation measures.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Discussion

The proposed amendments to the Coastal Land Use Plan and Zoning Code include revisions pertinent to agricultural resources. More detailed discussion and analysis for this issue area are warranted compared to other issue areas where the proposed amendments are not identified to have a direct effect.

Environmental Thresholds

This threshold is based in part upon the State CEQA Guidelines Appendix G, and the existing policies of the City's Local Coastal Land Use Plan.

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 may 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.*

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) determined impacts to agricultural resources would be less than significant due to a low rating under the Caltrans Farmland Impact Rating Form, the relatively small amount of farmland that would be converted and the location of the farmland in a highly urbanized area. Caltrans also completed an agricultural viability study which concluded the agricultural operation on the former Whitney Parcel was not economically viable and therefore that conversion from agriculture to transportation uses did not constitute a significant impact. The EIR did not include a comprehensive evaluation of the proposed project's inconsistency with Coastal Act policies that generally do not allow the conversion of coastal agriculture to non-agricultural uses. Following release of the Draft EIR, subsequent meetings between Caltrans, City of Carpinteria and Coastal Commission staff

were held on the topic of the necessity for an amendment to the Carpinteria Local Coastal Program to accommodate the proposed conversion of a portion of an existing agricultural parcel, as well as the need to ensure the project would deliver substantial benefits for other coastal resources in order for the Coastal Commission to consider allowing the proposal under balancing provisions of the Coastal Act policy conflict resolution process. The proposed amendments package has been crafted to: 1) preserve the remainder of the former Whitney parcel for agriculture; 2) establish an agriculture preservation program for the Carpinteria Valley to offset the direct loss of up to five acres converted by the project; and 3) to achieve a substantial enhancement to public access at the local and regional level for coastal resources and coastal recreation opportunities. Refer to the discussion below under *Impacts of Proposed Local Coastal Program Amendments*, for additional analysis.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) concluded the project would have less than significant impacts on agriculture and forestry resources. Within Carpinteria, the South Coast HOV Lanes project is not adjacent to any property used or zoned for agriculture, and establishment of agriculture within the Highway 101 right-of-way is not feasible.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) concluded the project would have no impacts on agricultural resources or forest land. The MND described that most of the project area has been mechanically manipulated over the years and has been subject to extensive ground disturbance associated with previous construction of roadway and railway projects. Soils within the project area are not favorable and could not support agriculture or forest land growth and no agricultural resources or forest land are present at the project site.

Impacts of Proposed Local Coastal Program Amendments

As indicated above, proposed amendments to the Local Coastal Program include revisions pertinent to preservation of agricultural resources. While the amendments do not involve any direct physical development or use, modified policy and development standards language would indirectly affect agricultural resources in Carpinteria. First, with adoption of the proposed amendments, the Linden Avenue and Casitas Pass Interchanges and Via Real Extension Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; agricultural resource impacts of these proposals have been addressed in previous environmental documents (see above).

Second, the Santa Claus Lane Bike Path would also be part of the amendments package to ensure enhancement of public access to coastal resources and recreation opportunities (this component of the amendments package has not yet undergone environmental review). The Santa Claus Lane Bike Path would be aligned adjacent to the existing southbound shoulder of US 101, from the eastern (southern) terminus of Santa Claus Lane to the western (northern) terminus of Carpinteria Avenue. As with the Carpinteria Rincon Trail, the path is not anticipated to have an impact on agriculture or forestry resources as no such resources are present in the area of the proposed future path. The project area has been mechanically manipulated over the years and has been subject to extensive ground disturbance associated with previous construction of roadways and railway. Soils in the project area are not favorable for agricultural cultivation or forest land growth and no agricultural resources or forest land are present along the proposed alignment of the path.

Finally, and most importantly with regard to project impacts on agricultural resources, the proposed amendments would establish a new zoning overlay district to encompass the remainder of the former Whitney parcel not converted to transportation use; mitigation for the loss of agricultural land (conversion to transportation use) is also contained in the proposed overlay district language (refer to Appendix A for the complete proposed Whitney Site Agriculture Overlay District).

Below is a brief summary of the main agriculture preservation elements of the proposed overlay district:

- Design of development (i.e., the transportation improvements) shall minimize impacts on agriculture and the conversion of agriculture shall be limited to no more than five acres.
- The remainder of the Whitney parcel shall be transferred to an appropriate public or private agency with future use of the parcel restricted to organic farming, community gardening or agricultural education. An agriculture conservation easement shall be placed on the property to ensure agricultural use of the property in perpetuity.
- Mitigation for the direct loss of up to five acres of agricultural land shall be provided through establishment and operation, in perpetuity, of a community garden program in the Carpinteria Valley. Necessary details regarding initial sites for gardens, funding mechanisms, program administration, performance standards and agriculture education program content are contained in the overlay language.
- The City shall apply to the Local Agency Formation Commission (LAFCO) to remove two parcels on Via Real (APN 001-080-033 and APN 001-180-026) from the City's Sphere of Influence. The parcels are currently zoned and used for agriculture within Santa Barbara County.

The proposed Whitney Site Agriculture Overlay District would limit the absolute amount of the parcel which could be converted from agriculture, as well as placing an agriculture conservation easement on the remainder of the parcel. Placing the remainder of the parcel under a conservation easement, requiring it be used for agriculture and enrolling it in the community garden program, would ensure continued agricultural production or agriculture education; the remainder four-acre parcel would not likely continue to support agriculture if it were held in private ownership with no conservation easement.

There is no community garden program currently in the Carpinteria Valley. The program that is required to be established under the proposed overlay would provide opportunities for community members to grow produce, including the chance to learn about cultivation and food preparation including fresh fruits and vegetables. The community garden program would provide additional farmland for educational opportunities related to the agriculture vocation program at Carpinteria High School, contributing to increased knowledge about sustainable agriculture practices in the Carpinteria Valley. Both from the potential number of community members who would benefit from access to community garden plots to the increased exposure to sustainable agriculture methods to the physical acres brought into active cultivation under the community garden program, the community garden program is expected to produce a beneficial impact.

Required Mitigation Measures

Mitigation would not be required.

Residual Impacts

The preservation of agricultural resources established under the proposed Whitney Site Agriculture Overlay District would result in a beneficial impact to agricultural resources. No residual impacts would occur.

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 checked="" 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 checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Previous Environmental Documents

The Linden Avenue and Casitas Pass Road Interchanges Project EIR (Caltrans 2010) identified that the project was included in the Vision 2030 Regional Transportation Plan [RTP] (SBCAG 2008). Approval of the RTP included an air quality consistency determination, namely that the Plan would conform to the State Implementation Plan [SIP] for achieving the goals of the Clean Air Act. Because the Linden Avenue and Casitas Pass Road Interchanges Project is included in the 2030 RTP, it is deemed to be consistent with adopted air quality plans. The EIR concluded the project would not generate significant air quality emissions during construction. The EIR found the project would alter long-term air quality emissions by an

insignificant degree, in that pedestrian and bicycle system improvements would tend to reduce the use of vehicles for local trips. Ambient pollutant concentrations within Carpinteria are characterized as “good” and therefore the EIR determined that the project would not expose people to substantial pollutant concentrations. The EIR identified that the project would not involve the generation of odors.

The South Coast 101 HOV Lanes Project Draft EIR (Caltrans 2012) identified that the project was included in the Vision 2030 Regional Transportation Plan (RTP). Because the project was included in the 2030 RTP, it is deemed to be consistent with adopted air quality plans. The EIR found the project would not generate significant air quality emissions during construction. The EIR concluded the project would alter long-term air quality emissions by an insignificant degree in that proposed new travel lanes are intended to operate as high occupancy vehicle lanes during peak commute hours which would reduce the number of vehicles passing through the corridor to transport the same number of commuters, reducing emissions for a given commuter population as compared to the no project alternative. Ambient pollutant concentrations within Carpinteria are characterized as “good” and therefore the EIR determined that the project would not expose people to substantial pollutant concentrations. The EIR found the project would not involve the generation of odors.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) identified that 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 because the project does not include housing and would not directly or indirectly result in population growth. Given no contributions to regional population, the MND concluded the Carpinteria Rincon Trail would be consistent with the Santa Barbara County Air Pollution Control District 2010 Clean Air Plan. The MND found the project would not generate significant air quality emissions during construction; however, the MND identified standard mitigation measures for construction required to be implemented by every construction project in Santa Barbara County due to an existing non-attainment status with California Ambient Air Quality Standards (CAAQS) for ozone and particulate matter. The EIR concluded the project would alter long-term air quality emissions by an insignificant degree, in that the bike and pedestrian trail would tend to reduce the use of vehicles for trips between Carpinteria and Rincon Beach County Park. The trail is not located near any point sources for air quality emissions, and would therefore not expose the public to elevated pollutant concentrations. The MND found the project would not involve the generation of odors.

Impacts of Proposed Local Coastal Program Amendments

The proposed amendments to the Coastal Plan Land Use and Zoning Code do not include revision of any policy or development standard involving air quality. The amendments also do not entail any direct physical development or use, and would therefore not affect the air quality environment in Carpinteria.

Nonetheless, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; air quality impacts of these proposals have been addressed in previous environmental documents (see above).

The Santa Claus Lane Bike Path would close an existing gap in the coastal bike trail (as designated in the Santa Barbara County Association of Governments Regional Bike Plan, Santa Barbara County, 2008). The coastal bike trail was included in the 2030 RTP; therefore, construction of the Santa Claus Lane Bike Path, as a segment of the coastal bike trail, should be deemed to be consistent with adopted air quality plans. Similar to the Carpinteria Rincon Trail, the Santa Claus Lane Bike Path would not be anticipated to generate significant air quality emissions during construction; however, since the construction would generate ozone and particulate matter, standard APCD mitigation measures for construction would be required (see mitigation discussion). Again, similar to the Carpinteria Rincon Trail, the Santa Claus Lane Bike Path proposal would not be expected to alter long-term air quality emissions to a significant degree, in that the bike and pedestrian trail would tend to reduce the use of vehicles for trips between Santa Claus Lane and Carpinteria. The trail is not located near any point sources for air quality emissions and would therefore not be expected to expose the public to elevated pollutant concentrations. The project would also not be anticipated to involve the generation of odors.

Consequently, there are no indirect long-term air quality impacts of the proposed amendments that would be anticipated to require mitigation. However, due to the non-attainment status within Santa Barbara County for ozone and particulate matter, a mitigation framework is appropriate to incorporate into the future Santa Claus Lane Bike Path environmental review.

Mitigation Framework

At such time when project design has advanced to provide sufficient detail for comprehensive environmental review for the Santa Claus Lane Bike Path proposal, the following mitigation measures would be appropriate for consideration, based upon review of the conceptual project information.

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.

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.

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.

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.

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 during potential future construction of the Santa Claus Lane Bike Path proposal would be anticipated to be less than significant. Additional evaluation of detailed project information may warrant modification of the identified mitigations.

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 California Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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 California Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by §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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 checked="" type="checkbox"/>

Discussion

The proposed amendments to the Coastal Land Use Plan and Zoning Code include revisions pertinent to wetland, a biological resource. More detailed discussion and analysis for this issue area are warranted, compared to other issue areas where the proposed amendments are not identified to have a direct effect.

Environmental Thresholds

The City of Carpinteria Guidelines for the Implementation of the California Environmental Quality Act of 1970, as Amended (1997), provides significance thresholds for determination of impacts to biological resources. The thresholds are summarized below.

The criteria for determining significance of environmental impacts are based on the following:

- The importance (e.g., legal, commercial, recreational, ecological or scientific) of the resource.
- The proximity of the resource to the project site.
- The proportion of the resource (in terms of numbers or area), considering the region surrounding the project area, which would be affected.
- The sensitivity of the resource to the type of impact being considered.
- The duration and/or ecological ramifications associated with the effect.

This determination considers the importance of the species and/or habitat affected and its sensitivity to impact. If an impact is likely to directly or indirectly cause measurable change in; (a) species composition or abundance beyond that of normal variability; or (b) ecological function within a localized area for five to 10 years or longer (long-term), it is considered significant. Measurable changes for less than five to 10 years would be short-term. Impacts would be *locally significant* if the size of the affected area is relatively small compared to that of an ecologically equivalent area in the region of impact. The threshold for significance is determined by scientific judgment and considers the relative importance of the habitat and/or species affected. *Regionally significant* impacts occur where the amount of affected area, relative to that available in the region, is large.

These criteria also apply to rare, candidate, threatened or endangered species. However, due to factors such as low population number, limited distribution and high sensitivity to impacts (e.g., limited ability to recover from impacts), a lower level of potential impact than for non-endangered biota would generally result in an assessment of significant impact on rare, candidate, threatened or endangered species.

The following guidelines would be applicable to the determination of potential biological impacts to the proposed amendments, and projects allowed with potential adoption of the amendments.

Guidelines for Biological Impacts

- 1) **Land Supporting Listed Species or Species Eligible for Listing.** This land includes any area supporting State or Federally listed species or species meeting the criteria for listing. All rare or endangered species are considered significant resources sensitive to development.

Any impact to the habitat of such a species, or any direct taking or harassment of such a species would be considered a significant biological impact. U.S. Fish and Wildlife Service consultation would be required.

- 2) **Land Supporting Sensitive Species.** Sensitive species are rare or declining species that have been identified by any one of a number of private groups and public agencies. The significance and sensitivity of these species varies dramatically.

In determining whether an impact to the habitat of a sensitive species is significant the following factors should be considered:

- a) sensitivity of the species (is the species very uncommon, or has there been a serious decline in the abundance of the species?);
- b) biological value (significance) of the habitat (i.e., does it support native wildlife, does it provide a wildlife corridor, etc.?);
- c) sensitivity of the site to the proposed development (would the proposed development retain all or most of the biological value of the site?);
- d) extent and degree of the proposed impact.

The biological significance and sensitivity of the resources should be weighed against the extent and degree of the projects impacts. Thus the determination of significance depends on the specific effect of the proposed project on the resources present on the site, in the context of the regional status of the particular resource present.

- 3) **Wildlife Corridors.** This land includes areas where development would sever a connection between two habitat areas. Connections need not be wide; narrow corridors can be used by many plant and animal species. The area with habitat value to which the site is connected must be at least ten acres in size. Wildlife corridors are biologically significant.

Loss of a connection between two habitat areas is usually considered a significant impact. Factors to consider when making the determination of whether or not the impact is significant include:

- a) importance of the corridor to wildlife (does the corridor provide a valuable and well used connection?);
- b) size of the habitat areas joined by the corridor (are the areas that are connected big enough to be of biological valued as long as there is a connection, or even if the connection were to be severed?);
- c) availability of an alternative corridor; and
- d) the nature of the impact (Would it be temporary? Would the barrier prevent all movement, or just the movement of some species?).

- 5) **Oak Woodlands.** These woodlands include those areas with representative species of these habitats as defined by the California Department of Fish and Game's Natural species Diversity Data Base. The biological value of this community is usually high because of high levels of species diversity. Because the community has very limited range, it is considered sensitive to human development.

In areas where several specimens of characteristic dominant species are present, an impact to this community, or the wildlife supported by this community, is usually considered significant.

In areas where one or two individuals of characteristic dominant species occur in isolation, impact may or may not be considered significant, depending upon the values associated with the surrounding community and the importance of the individual specimens to the community. Factors to consider in determining the sensitivity and significance of the resources include:

- a) diversity of plant and animal present;
 - b) presence of sensitive species;
 - c) function of the woodland component (i.e., do they provide nesting sites for birds); and
 - d) effect of the project on the biological values (some projects may be able to incorporate specific components of the biological community into their design, thereby eliminating or minimizing the impact).
- 6) **Coastal Wetlands.** These lands include salt marsh habitats, surfgrass, mudflats intertidal zones and other wetlands occurring within the coastal zone. Coastal wetlands are extremely rich biological resources, and are also very sensitive to development. Direct impacts to coastal wetlands, or to the wildlife occurring within coastal wetlands, are always considered significant.
- 7) **Riparian Woodlands/Marshes.**

Woodlands

These habitats include a variety of different habitats as defined by the California Department of Fish and Game's Natural Species Diversity Data Base. They usually occur within wetlands. Riparian woodlands support a large number of bird species and area considered significant biological resources because of the richness. The extent of riparian woodlands has declined dramatically in the last few years. Thus, this community is considered sensitive to development.

Where riparian woodland occur within wetlands, impacts to the community, or to wildlife supported by the community, are considered significant.

Where riparian species are not associated with wetland soil or hydrology, a determination of the significance of impacts to the community depends on the following factors:

- a) extent and value of the riparian community (i.e., diversity of plant and animal life, connection to other areas with habitat value, etc.);
- b) presence or utilization by sensitive species;
- c) importance of the riparian community to the surrounding community;
- d) function as a stop-over place for native bird species; and
- e) extent and degree of the impact.

Marshes

This community occurs where the water table is at or just above the ground surface. They usually support a number of sensitive amphibian, reptile and bird species. Natural freshwater marshes are considered significant biological resources. Freshwater marsh habitat has declined dramatically over the past few years. It is considered a sensitive habitat type.

Direct impacts to naturally occurring freshwater marshes, or to wildlife occurring within the marshes, are considered significant.

Human activities have resulted in the creation of marshes. Impacts to these marshes may be considered significant when the man-made marshes display biological valuable functions, such as providing habitat to a diversity of native wildlife.

- 8) **Urban Drainages.** Run-off from urban areas can result in the degradation of natural drainages and the creation of waterways where none naturally occurred. These drainages are frequently channelized or partially channelized. These drainages are only considered significant biological resources when they support native species or act as a wildlife corridor.
- 9), 10) **Coastal Sage Scrub and Coastal Mixed Chaparral.** These habitat types have very limited ranges, which have been greatly reduced in recent years. A number of sensitive species are associated with these habitat types. If the components of the community are present, then a site is said to be characterized by that community. The presence of annual grasses and other invasive exotics does not eliminate the habitat values associated with the community, and therefore does not change the designation. These communities are considered sensitive because they have declined as a result of development and have limited ranges. They support unusual and distinctive plant communities and are considered biologically significant resources.

Impacts to these communities, or the wildlife supported by them, often are considered significant. When the site is small, isolated, and of limited biological value, impacts may not be considered significant. The extent and degree of the impact should be weighed against the biological value of the site in making this determination.

Indirect Effects. Indirect effects of a project may be as significant as the direct effects of the project, depending on the circumstances. However, in general, indirect effects are easier to mitigate than direct effects. Some impacts may be considered indirect effects under some circumstances and direct effects under other circumstances. For example, the introduction of meso-predators as described below would be considered a direct effect if prey species, such as the light-footed clapper rail, were known to exist nearby. Indirect effects include, but are not limited to, the following impacts:

- the introduction of urban meso-predators (dogs and cats) into a biological system;
- the introduction of urban run-off into a biological system;
- the introduction of invasive exotic plant species into an area: noise and lighting impacts;
- loss of biological buffer, such as wetland buffer;
- alteration of a dynamic portion of a system, such as stream flow characteristics or fire cycles; and
- introduction of urban uses near a wetland, resulting in the need for environmentally damaging mosquito abatement.

Previous Environmental Documents

The Linden Avenue and Casitas Pass Road Interchanges Project EIR (Caltrans 2010) determined the project would have potentially significant impacts on biological resources including riparian habitat and Coastal Commission-defined wetlands. Required mitigation includes replacement planting for riparian habitat at a ratio of 3:1; removal of root ball for *Arundo donax* from Carpinteria Creek within the project area; oak tree replacement plantings at a 10:1 ratio; tree and vegetation removal limited to the period September 1 through February 28 to avoid nesting birds; a 100-foot buffer area to be delineated in the field around identified occupied migratory bird nests; permanent wetland impacts to be mitigated on a 3:1 ratio; construction within or adjacent to Carpinteria Creek to take place during low flow conditions between May 1 and October 31; creek beds and banks will be graded to pre-construction conditions to resemble natural terrain; and protective fencing will be installed and maintained during construction to minimize impacts to adjacent environmentally sensitive areas. The EIR also identified encroachment into wetland and wetland buffer by project improvements would be inconsistent with existing policy in the Carpinteria Coastal Land Use Plan, and therefore an amendment would be required.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) determined the project within Carpinteria would have potentially significant temporary and permanent impacts on Coastal Commission-defined wetlands, U.S. Army Corps of Engineers Jurisdictional Wetlands and other waters of the U.S. Required mitigations include permanent wetland impacts to be mitigated on a 3:1 ratio; and, protective fencing will be installed and maintained during construction to minimize impacts to adjacent environmentally sensitive areas. The EIR also identified encroachment into wetland and wetland buffer by project improvements would be inconsistent with existing policy in the Carpinteria Coastal Land Use Plan and therefore a Local Coastal Program Amendment would be required.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) concluded the project would have potentially significant impacts on special status plant and animal species, migratory birds and a native plant community (Coastal Sage Scrub). Approximately 0.95 acres of native vegetation communities within the development footprint would be permanently removed, while an additional 0.66 acres would be temporarily disturbed during construction of the proposed trail. Habitat for special status species and migratory birds is included in this removed vegetation community. Required mitigation for biological resources impacts includes fencing and run-off controls during construction to protect adjacent sensitive resources, focused rare plant surveys and avoidance of identified rare plant occurrence, pre-construction silvery legless lizard surveys and relocation of any identified individuals, pre-construction nesting bird surveys, and a restoration plan for coastal scrub to create or restore this community.

Impacts of Proposed Local Coastal Program Amendments

As indicated in the introduction to this section, proposed amendments to the Coastal Land Use Plan and Zoning Code include revisions pertinent to wetland and wetland buffer associated with the three transportation improvement proposals. While the amendments do not involve any direct physical development or proposed operations, modified policy and development standards language would indirectly affect wetland resources in Carpinteria. First, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be

developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; hydrology and water quality impacts of these proposals have been addressed in previous environmental documents (see above).

Second, the Santa Claus Lane Bike Path would also be part of the amendments package to ensure enhancement of public access to coastal resources and recreation opportunities; this component of the amendments package has not yet undergone environmental review. The Santa Claus Lane Bike Path would be aligned adjacent to the existing southern shoulder of Highway 101 from the southern (eastern) terminus of Santa Claus Lane to the northern (western) terminus of Carpinteria. Based on wetland mapping completed for the South Coast HOV Lanes EIR, the Santa Claus Lane Bike Path proposal within Carpinteria would result in direct impacts to wetland of approximately 0.38 acres and to wetland buffer of approximately 0.64 acres, constituting a significant impact upon wetland resources. Special status plant and animal species may also occur within the alignment, in association with the wetland; the project could therefore have potentially significant impacts upon special status species. Finally, migratory birds could establish nests in the adjacent Carpinteria Marsh which would be occupied during the construction period for the project, resulting in potentially significant impacts on migratory bird populations. The proposed Transportation Corridor Wetland Overlay District would require this project to mitigate for impacts to wetland and wetland buffer, and also to incorporate more stringent post-construction water quality standards than are now required by Caltrans or the City of Carpinteria. However, the amendments do not include consideration of special status species or migratory birds and therefore a mitigation approach would be appropriate for potentially significant impacts of the project in these issue areas.

Finally, and most importantly with regard to project impacts upon biological resources (wetland and wetland buffer), the proposed amendments would establish a new zoning overlay district. The purpose of the Transportation Corridor Wetland Overlay District is to provide for specific standards of development for the joint SBCAG-Carpinteria-Caltrans Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension improvements, South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path [within Carpinteria] projects. Among other things, this overlay establishes development standards and performance requirements pertinent to wetland resources associated with the three transportation proposals (refer to Appendix C for the complete proposed Transportation Corridor Wetland Overlay District).

Below is a brief summary of the main elements of the proposed wetland overlay district:

- Provisions of the overlay shall apply only to the project area encompassed by the joint SBCAG-Carpinteria-Caltrans Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension improvements, South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Bike Path.
- Area of impact to wetland and wetland buffer identified for each of the three included transportation projects, along with identification of project elements responsible for encroachment.
- Encroachment shall only be permitted after avoidance and minimization are attempted; a 100-foot buffer shall be created between wetland and new development, or where not feasible, the

widest buffer practicable shall be established; full mitigation in the form of restoration shall be provided for impacts caused to wetland from wetland encroachment or reduction of buffer areas.

- Wetland mitigation shall be provided through creation or restoration of wetland or wetland buffer, at ratios appropriate to the quality of the impacted resource. Mitigation ratios range from 4:1 to 2:1. Wetland enhancement, restoration or creation plans shall be prepared by a qualified biologist for all areas where mitigation is required.
- Post-construction coastal water quality standards apply to the three transportation projects addressed in the overlay district, including:
 - a. Early site planning to minimize run-off through permeable paving, reduced lane widths or sub-grade storm water retention.
 - b. Low impact development strategies with small scale control measures to infiltrate, evapotranspire, filter, detain and retain run-off.
 - c. Storm water to be filtrated, retained or infiltrated on-site; BMPs to be designed for 85th percentile, 24-hour storm event.
 - d. Water treatment BMPs shall accommodate all storms up to 85th percentile 24-hour storm event.
 - e. Minimum infiltration or treatment volumes shall be calculated based on the impervious surface area added by the project.
 - f. Where site conditions make it infeasible to infiltrate or treat the stipulated minimum volume of run-off on-site, infiltration or treatment off-site can be substituted where it can be demonstrated that off-site infiltration or treatment will result in a greater benefit to coastal water quality and beneficial uses.
 - g. Treatment BMPs shall prioritize the use of soil-based biofilter techniques, such as bioswales, and shall infiltrate, retain, or detain the maximum possible volume of storm water run-off considering site conditions.
 - h. A post-construction run-off management plan shall be submitted to the City for review and approval and shall include maps, figures, supporting design calculations and a narrative explaining the methods and approach proposed to protect or enhance coastal water quality.
- In order to achieve a regionally important improvement to alternative transportation modes for the purpose of increasing access to coastal resources for all members of the public, the Santa Claus Lane Bike Path shall be constructed no later than the adjacent portion of the South Coast HOV Lanes and the Carpinteria Rincon Trail construction shall be completed no later than the completion of the Linden Avenue and Casitas Pass Road Interchanges.

- To enhance educational and recreational opportunities, and to increase awareness of sensitive resources within the coastal environment, permanent displays are required to be erected near the proposed new Carpinteria Creek / US 101 bike undercrossing, the Santa Claus Lane Bike Path and the Carpinteria Rincon Trail.

The designation of only the three named transportation projects restricts potential encroachment into wetland and wetland buffer. The total encroachment into wetland that would result from future implementation of the three transportation projects addressed in the amendments is calculated at 0.895 acres; the total encroachment into wetland buffer is calculated at 5.468 acres. Full mitigation of wetland and wetland buffer impacts is required, and the ratios for mitigation are specified. Details are provided for the enhancement/restoration/creation plan content, preparers, design specifications and performance standards. Post construction coastal water quality standards applicable to the three projects are generally more stringent than Caltrans or the City of Carpinteria would require for transportation improvement projects, which would be anticipated to result in storm water quality benefits as compared to not adopting the overlay. These standards range from full required wetland resource impact mitigation to preservation of wetland and wetland buffer area adjacent to new development to precise development and performance standards for restoration plans to mandated water quality controls for storm water run-off, the proposed Transportation Corridor Wetland Overlay would be expected to provide a mandatory mitigation framework that fully mitigates potential impacts on biological resources from the future implementation of the three transportation projects allowed under the overlay.

Consequently, there are no indirect biological resources impacts of the proposed amendments that would be anticipated to require mitigation. However, due to potentially significant biological resources impacts anticipated for the Santa Claus Lane Bike Path, a mitigation framework appears necessary to incorporate into the future Santa Claus Lane Bike Path environmental review.

Mitigation Framework

At such time when project design has advanced to provide sufficient detail for comprehensive environmental review under CEQA for the Santa Claus Lane Bike Path proposal, the following mitigation measures would be appropriate for consideration based on review of the conceptual project information.

BIO-1 Fencing and Protection from Run-off. 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 run-off 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 run-off, or ditches or other diversion structures shall be constructed.

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

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 construction-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.

BIO-4 Pre-construction Nesting Bird Surveys. Within 30 days of 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), the City shall have weekly surveys 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 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.

BIO-5 Wetland Restoration Plan. Prior to issuance of a grading permit, wetland restoration plans in accordance with the specifications provided under the Transportation Corridor Wetland Overlay District shall be prepared for review and approval by the City of Carpinteria.

Residual Impacts

With incorporation of mitigation measures **BIO-1** through **BIO-5**, residual impacts on biological resources from future construction of the Santa Claus Lane Bike Path proposal would be anticipated to be less than significant. Additional evaluation of detailed project information may warrant modification of the identified mitigation measures.

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 checked="" 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 checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

unique geologic feature?					
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 checked="" type="checkbox"/>

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) determined that no historic or archaeological resources are present within the project area of potential effect (APE). Consequently, the EIR concluded the project would not have impacts on either historic or archaeological resources.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) identified one historic site eligible for listing on the National Historic Register in the Summerland area (no sites within Carpinteria). The project was found to have no effects upon this identified historic resource. The EIR also disclosed the presence of one archaeological site, the Via Real Redeposited Midden, which is eligible for listing on the National Register and which is located outside of the City of Carpinteria (in Santa Barbara County). The project would significantly impact the archaeological site, and mitigation was required under the EIR including a resource recovery program for the portion of the site directly impacted by the project and establishment of a sensitive zone during construction to preclude encroachment or disturbance to the balance of the site.

A Phase 1 report prepared for the Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) identified that no potentially important cultural resources exist within the trail alignment. The MND therefore concluded the proposed project would have no significant impact on historical or cultural resources. 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. The project would therefore not impact known burial sites.

Impacts of Proposed Local Coastal Program Amendments

The proposed amendments to the Coastal Land Use Plan and Zoning Code do not include revision of any policy or development standard involving historic or cultural resources. The amendments also do not involve any direct physical development or proposed operations that could potentially disturb unidentified cultural resources.

Nonetheless, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; cultural resource impacts of these proposals have been addressed in previous environmental documents (see above). The Santa Claus Lane Bike Path has not yet undergone environmental review. The Santa Claus Lane Bike Path would be aligned adjacent to the existing southern shoulder of Highway 101 from the southern (eastern) terminus of Santa Claus Lane to the northern (western) terminus of Carpinteria Avenue. For cultural and

historic resources, the survey area to determine potential presence of sensitive resources typically extends beyond the project boundary, especially for major transportation improvement proposals. As the bike path would represent a minor expansion of the limits of the South Coast HOV Lane proposal for the limited distance of the bike path, this area would have been included in South Coast HOV Lane historic and archaeological surveys. Those surveys identified the presence of historic and archaeological resources in the general vicinity of Summerland only, not within Carpinteria or the Santa Claus Lane vicinity. In addition, the bike path is proposed to be located in the narrow space between the UPRR alignment and the existing Highway 101 alignment, which means that it would be highly unlikely for undisturbed archaeological deposits to exist in the bike path alignment. Consequently, it is not anticipated the Santa Claus Lane Bike Path would have impacts on either historic or archaeological resources.

Required Mitigation Measures

As the proposed amendments would have a potential for neither direct nor indirect significant impacts on cultural resources, no mitigation measures, including monitoring, are required.

Recommended Mitigation Measure

As no potentially significant cultural resources were identified, the proposed amendments 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 for application during the implementation phase of any of the three transportation improvement proposals that may be undertaken following adoption of the amendments, 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 standards.*

The above recommended measure would ensure that the low potential for impacts to unknown cultural resources to occur during construction activities undertaken as a result of adoption of the amendments would be addressed consistent with City of Carpinteria 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
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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 checked="" 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 checked="" 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 checked="" 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 off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" type="checkbox"/>

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) determined the project would have a less than significant impact on geology and soils. The project does not include any habitable

structures; overcrossings, bridges, and other structures would be constructed in accordance with applicable seismic design standards, avoiding impacts from anticipated seismic events. Roadway sections, structures, manufactured slopes and related improvements would each be designed and constructed in accordance with specifications from the project geotechnical investigation, avoiding impacts from unstable earth materials, including collapse and erosion. The project does not include restrooms or any other facilities that would generate wastewater or alter wastewater treatment and disposal demands in the region.

The South Coast 101 HOV Lanes Project Draft EIR (Caltrans 2012) concluded geology and soils impacts from the project would be less than significant. Within Carpinteria, the project does not include new or modified bridges or overcrossings, nor any habitable structures; therefore the project would not expose people to risks of seismically induced structure failure. Roadway sections, manufactured slopes and related improvements would each be designed and constructed in accordance with specifications from the project geotechnical investigation, avoiding impacts from unstable earth materials, including collapse and erosion. The project does not include restrooms or any other facilities that would generate wastewater or alter wastewater treatment and disposal demands in the region.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) found the project would result in less than significant impacts with respect to geology and soils. The project does not include any habitable structures; the rail overcrossing would be constructed in accordance with applicable seismic design standards, avoiding impacts from anticipated seismic events. The trail, manufactured slopes and related improvements would each be designed and constructed in accordance with specifications from the project geotechnical investigation, avoiding impacts from unstable earth materials, including collapse and erosion. The project does not include restrooms or any other facilities that would generate wastewater or alter wastewater treatment and disposal demands in the region.

Impacts of Proposed Local Coastal Program Amendments

The proposed amendments to the Coastal Land Use Plan and Zoning Code do not include revision of any policy or development standard involving geology and soils. The amendments also do not entail any direct physical development and would therefore not affect geology and soils conditions in Carpinteria or change the level of seismic risk exposure for the public.

However, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; geology and soils impacts of these proposals have been addressed in previous environmental documents (see above). The Santa Claus Lane Bike Path has not yet undergone environmental review.

The Santa Claus Lane Bike Path would be aligned adjacent to the existing southern shoulder of Highway 101, from the southern (eastern) terminus of Santa Claus Lane to the northern (western) terminus of Carpinteria Avenue. According to the most recent fault location data, the proposed project is not located within an Alquist-Priolo earthquake fault zone and no identified fault would cross the alignment of the path (Department of Conservation 2011). The bike path proposal also does not include a habitable structure or bridge element, and would therefore not expose the public to structure failure from seismic activity. The

trail would involve the placement of fill materials, in some locations, to achieve a level area for the path; fill slopes would not exceed approximately four feet in height and would be constructed either with appropriate slope face angle or the use of retaining wall; manufactured slopes and related improvements would each be designed and constructed in accordance with specifications from a project geotechnical investigation, avoiding impacts from unstable earth materials, including collapse and erosion. The project does not include restrooms or any other facilities that would generate wastewater or alter wastewater treatment and disposal demands in the region. Therefore, the Santa Claus Lane Bike Path would be anticipated to have less than significant impacts in the area of geology and soils.

Consequently, there are no indirect adverse geology and soils impacts of the proposed amendments that would require mitigation; and no need to establish a mitigation framework for application to the Santa Claus Lane Bike Path future environmental review.

Required Mitigation Measures

Mitigation would not 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"/>

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) identified that the most severe levels of carbon dioxide from mobile sources occur at stop-and-go speeds (0-25 miles per hour), and therefore one of the main strategies of Caltrans to reduce greenhouse gas emissions is to make California’s transportation system more efficient (i.e., relieve congestion that results in very low vehicle speeds). The EIR concluded the project would improve Highway 101 operations (reducing congestion); reduce the use of Highway 101 for local trips; and improve local vehicular, bicycle and pedestrian circulation. The EIR also

found that shoulder widening would improve safety, reduce accidents and avoid vehicle delays, potentially reducing greenhouse gas production. The project's contribution to cumulative greenhouse gas emissions was therefore found not to be considerable.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) discussed the four primary strategies for reducing greenhouse gas emissions from transportation sources: 1) improve system and operation efficiencies; 2) reduce vehicle miles traveled; 3) transition to lower greenhouse gas fuels; and 4) improve vehicle technologies. The EIR identified the South Coast 101 HOV Lane Project would accomplish strategies #1 and #2, while also providing incentives for drivers to consider #3 and #4 (alternative fuel vehicles may be operated in the HOV lane with a single occupant in the vehicle). The EIR concluded that the project would not have a considerable contribution to cumulative greenhouse gas emissions from operation. The EIR found the project construction would generate greenhouse gas emissions, but not at a level which would be a considerable contribution to cumulative emissions inventories. Measures were recommended to minimize greenhouse gas emissions during construction.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) determined construction of the limited scale project would have a less than cumulatively considerable impact on the environment. The MND concluded, relative to operation of the project, there would be no increase in population that would generate an increase in vehicle trips. Also, 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 MND determined the proposed long-term operation of the Carpinteria Rincon Trail project would result in a less than cumulatively considerable contribution to GHG emissions and global climate change.

Impacts of Proposed Local Coastal Program Amendments

The proposed amendments to the Coastal Land Use Plan and Zoning Code do not include revision of any policy or development standard involving greenhouse gas (GHG) emissions or climate change. The amendments also do not involve any direct physical development or proposed operations that could involve the generation of GHGs.

Nonetheless, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; GHG and climate change impacts of these proposals have been addressed in previous environmental documents (see above).

The Santa Claus Lane Bike Path, similar to the Carpinteria Rincon Trail proposal, would involve limited construction that would have a less than cumulatively considerable impact on the environment. Relative to operation of the project, there would be no increase in population that would generate an increase in vehicle trips. Also, the completed project would facilitate non-motorized forms of transportation, reducing reliance on motor vehicles to access the Santa Claus Lane shops, restaurants and beach area, also minimizing GHG emissions. As such, it is anticipated the proposed long-term operation of the Santa Claus Lane Bike Path would result in a less than cumulatively considerable contribution to GHG emissions and global climate change.

Consequently, there are no indirect GHG or climate change impacts of the proposed amendments that would be anticipated to require mitigation, and no need to establish a GHG mitigation framework for application to the Santa Claus Lane Bike Path future environmental review.

Required Mitigation Measures

Mitigation measures would not 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 checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within 1/4 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to GC §65962.5 and, as a result, would it create a significant hazard to the public or environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>

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

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) identified two contaminated sites near the project limits, neither of which would affect construction of the project. The project was determined not to involve use, transport, or potential release of hazardous materials; the project would not involve habitable structures, and is not within wildlands or at the urban/wildlands interface. Finally, development of the project was found to result in a benefit for emergency response and evacuation plans, by enhancing emergency access and evacuation routes for the neighborhoods north of Highway 101. Project impacts associated with hazards and hazardous materials were therefore determined to be less than significant.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) found there to be no adverse impacts related to hazards or hazardous materials which would result from the proposal.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) determined the project would neither use nor generate hazardous materials, avoiding release or risk of upset involving hazardous materials. The trail would not interfere with emergency response or evacuation planning as this area is not used for such purposes. The trail does not involve the construction of buildings, nor would it introduce substantial numbers of people into the area. Consequently, the MND concluded the project would not have impacts related to hazards or hazardous materials.

Impacts of Proposed Local Coastal Program Amendments

The proposed amendments to the Coastal Plan Land Use and Zoning Ordinance do not include revision of any policy or development standard involving hazards or hazardous materials. The amendments also do not involve any direct physical development or proposed use that could emit or generate hazardous materials.

Nonetheless, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; hazards and hazardous materials impacts of these proposals have been addressed in previous environmental documents.

The Santa Claus Lane Bike Path project would not use or generate hazardous materials. Also, no existing or proposed public schools are located within a quarter mile of the project site. Therefore, there would be no impact to schools from the use or handling of any hazardous materials from the project. 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/path would be provided via Santa Claus Lane on the west and Carpinteria Avenue on the east, both of which are public streets that can be accessed by emergency vehicles and personnel. The proposed project would not involve the construction of buildings or introduce substantial numbers of people into the area, and the path is not located within a high fire hazard zone. Therefore, the Santa Claus Lane Bike Path proposal would not be anticipated to have significant impacts on hazards and hazardous materials.

Consequently, there are no indirect hazards and hazardous materials impacts of the proposed amendments that would be anticipated to require mitigation, and no need to establish a hazards and hazardous materials mitigation framework for application to the Santa Claus Lane Bike Path future environmental review.

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 checked="" 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 checked="" type="checkbox"/>

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Reviewed Under Previous Document
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 checked="" 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 run-off 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 checked="" type="checkbox"/>
e) Create or contribute run-off water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted run-off?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/>
j) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The proposed amendments to the Coastal Land Use Plan and Zoning Code include revisions pertinent to storm water quality, one of the issues contained under Hydrology & Water Quality. More detailed

discussion and analysis for this issue area are warranted, compared to other issue areas where the proposed amendments are not identified to have a direct effect.

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 run-off:

- 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 run-off 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 result in loss of vegetation on slopes (e.g., brush management measures).

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) determined the project would have potentially significant impacts with regard to increased storm water run-off rates and water quality. Required mitigation includes temporary construction pollution prevention controls; permanent best management practices incorporated in the Caltrans right-of-way in compliance with Caltrans Storm water Management Plan; post-construction run-off controls; limiting work in the creek bed to the dry season only; protection of sensitive watershed areas during construction; limiting the area of disturbance during construction; preparing and implementing a Storm Water Pollution Prevention Plan; and revegetation along both Carpinteria and Franklin Creeks.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) identified the project would add approximately 52 acres of new impervious surface (pavement). The EIR concluded the impact would be less than significant in that the project would provide adequate new drainage facilities and would be designed to minimize storm water discharge by installing appropriate permanent treatment measures to store and treat storm water run-off within the Caltrans right-of-way.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) concluded the project would have less than significant impacts on hydrology and water quality. 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 bio-swale and storm water cistern at a location below the concrete trail sections to reduce the potential for offsite run-off or localized drainage impacts. The storm water run-off collected in the cistern would be gravity fed to irrigate native tree and shrub plantings during the dry summer months. The project is also not located within a 100-year or a 500-year flood boundary (City of Carpinteria 2003).

Impacts of Proposed Local Coastal Program Amendments

As indicated in the introduction to this section, proposed amendments to the Coastal Land Use Plan and Zoning Code include revisions pertinent to storm water quality associated with the three transportation improvement proposals. While the amendments do not involve any direct physical development or proposed operations, modified policy and development standards language would indirectly affect storm water quality in Carpinteria. First, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; hydrology and water quality impacts of these proposals have been addressed in previous environmental documents (see above).

Second, the Santa Claus Lane Bike Path would also be part of the amendments package, to ensure enhancement of public access to coastal resources and recreation opportunities; this component of the amendments package has not yet undergone environmental review. The Santa Claus Lane Bike Path would be aligned adjacent to the existing southbound shoulder of US 101, from the eastern (southern) terminus of Santa Claus Lane to the western (northern) terminus of Carpinteria Avenue constituting a total length of approximately 2,000 feet. Given a paved path width of not greater than 10 feet, the project would introduce approximately 20,000 square feet of new impervious area (roughly ½ acre). Because it will be aligned along the outside shoulder of Highway 101, and within the project area for the South Coast HOV Lanes, it should be feasible to incorporate storm water management for the Santa Claus Lane Bike Path into the systems developed to address the HOV Lanes proposal. The project could potentially result in storm water quality impacts to adjacent wetland resources if specific storm water controls are not required; however, the proposed Transportation Corridor Wetland Overlay District would require this project to incorporate more stringent post-construction water quality standards than are now required by Caltrans or the City of Carpinteria. Therefore, surface water quality impacts of the Santa Claus Lane Bike Path would remain less than significant, assuming the proposed Transportation Corridor Wetland Overlay District is adopted.

Finally, and most importantly with regard to project impacts on hydrology and water quality, the proposed amendments would establish a new zoning overlay district. The purpose of the Transportation Corridor Wetland Overlay District is to provide for specific standards of development for the joint SBCAG-Carpinteria-Caltrans Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements, South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path [within Carpinteria] projects. Among other things, this overlay establishes drainage and storm water management requirements applicable to the three transportation proposals (refer to Appendix C for the complete proposed Transportation Corridor Wetland Overlay District).

Below is a brief summary of the main storm water management elements of the proposed wetland overlay district:

- Post-construction coastal water quality standards apply to the three transportation projects addressed in the overlay district, including:
 - a. Early site planning to minimize run-off through permeable paving, reduced lane widths or sub-grade storm water retention
 - b. Low impact development strategies with small scale control measures to infiltrate, evapotranspire, filter, detain and retain run-off.
 - c. Storm water to be filtrated, retained or infiltrated on-site; BMPs to be designed for 85th percentile, 24-hour storm event.
 - d. Water treatment BMPs shall accommodate all storms up to 85th percentile, 24-hour storm event.
 - e. Minimum infiltration or treatment volumes shall be calculated based on the impervious surface area added by the project.
 - f. Where site conditions make it infeasible to infiltrate or treat the stipulated minimum volume of run-off on-site, infiltration or treatment off-site can be substituted where it can be demonstrated that off-site infiltration or treatment will result in a greater benefit to coastal water quality and beneficial uses.
 - g. Treatment BMPs shall prioritize the use of soil-based biofilter techniques, such as bio-swales, and shall infiltrate, retain or detain the maximum possible volume of storm water run-off considering site conditions.
 - h. A post-construction run-off management plan shall be submitted to the City and shall include maps, figures, supporting design calculations and a narrative explaining the methods and approach proposed to protect or enhance coastal water quality.

Post construction coastal water quality standards applicable to the three projects are generally more stringent than Caltrans or the City of Carpinteria would require for transportation improvement projects,

which would be anticipated to result in storm water quality benefits as compared to not adopting the overlay.

Required Mitigation Measures

Mitigation would not be required.

Residual Impacts

The establishment of precise development standards and coastal water quality standards to apply to each of the projects would result in a beneficial hydrology and water quality impact for the inter-related transportation projects. There would be no residual impacts.

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 checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The proposed amendments would apply to the Coastal Land Use Plan and Zoning Code, which are land use documents. More detailed discussion and analysis for this issue area are warranted compared to other issue areas where the proposed amendments are not identified to have a direct effect.

Environmental Thresholds

The City of Carpinteria Guidelines for the Implementation of the California Environmental Quality Act of 1970, as Amended (1997), do not contain 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.

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) identified a less than significant impact from the conversion of agricultural land, but did not include a comprehensive evaluation of the proposed project's inconsistency with Coastal Act policies that generally do not allow the conversion of coastal agriculture to non-agricultural uses. City and Coastal Commission staff have determined the conversion of agriculture under the project would be inconsistent with policies in the Carpinteria Coastal Land Use Plan, necessitating an amendment to this document. The proposed amendments package has been crafted to: 1) preserve the remainder of the former Whitney parcel for agriculture; 2) establish an agriculture preservation program for the Carpinteria Valley to offset the direct loss of up to five acres converted by the project; and 3) achieve a substantial enhancement to public access at the local and regional level for coastal resources and coastal recreation opportunities. The EIR also identified that project encroachment into wetland and wetland buffer would be inconsistent with wetland protection policies of the Carpinteria Coastal Land Use Plan, which would require an amendment to the Local Coastal Program. The EIR did not identify draft language for such an amendment. With regard to wetland and wetland buffer encroachment, the proposed amendment package has been crafted to: 1) limit the projects eligible to be allowed to encroach into wetland and wetland buffer areas; 2) require full mitigation for the loss of wetland or wetland quality from project encroachment; 3) establish appropriate mitigation ratios for wetland impacts versus restoration; 4) identify development and performance standards for development located adjacent to wetland and wetland buffer; and 5) achieve a substantial enhancement to public access at the local and regional level for coastal resources and coastal recreation opportunities. Refer to the discussion below under *Impacts of Proposed Coastal Land Use Plan and Zoning Code* for additional analysis.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) identified that project encroachment into wetland and wetland buffer would be inconsistent with wetland protection policies of the Carpinteria Coastal Land Use Plan, which would require an amendment to the Local Coastal Program. The EIR did not identify draft language for such an amendment. The currently proposed amendments package has been crafted to address the project's encroachment into wetland and wetland buffer area, providing the basis for the Coastal Commission to pursue policy conflict resolution through the balancing provisions of the Coastal Act. Refer to the discussion below under *Impacts of Proposed Coastal Land Use Plan and Zoning Code* for additional analysis.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) concluded the project would have less than significant impacts with respect to land use and planning. The MND found the proposed shared use path would provide safe access from Carpinteria Avenue to Rincon Beach County Park and the Ventura County line, achieving convenient 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. The portion of the project site within the City of Carpinteria has a General Plan land use designation of Visitor-Serving Commercial (2003) and has been zoned for Resort; the proposed trail is an apt use for the City's vision for the property. Finally, the MND determined the project would not conflict with any applicable land use plan, policy or regulation.

Impacts of Proposed Local Coastal Program Amendments

As indicated in the introduction to this section, the proposed amendments would apply to the Coastal Land Use Plan and Zoning Code, both of which are land use and/or planning documents. While the amendments do not involve any direct physical development or proposed operations, modified policy and development standards language would indirectly affect land use planning in Carpinteria. First, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; land use planning impacts of these proposals have been addressed in previous environmental documents (see above).

Second, the Santa Claus Lane Bike Path would also be part of the amendments package, to ensure enhancement of public access to coastal resources and recreation opportunities; this component of the amendments package has not yet undergone environmental review. The Santa Claus Lane Bike Path would be aligned adjacent to the existing southbound shoulder of US 101, from the eastern (southern) terminus of Santa Claus Lane to the western (northern) terminus of Carpinteria Avenue. This area is “un-zoned” by the City of Carpinteria, being part of the US 101 right-of-way; the proposed project would therefore be deemed an allowed use in the zone. The Coastal Plan Land Use designation is transportation corridor (TC), which would also allow development of the proposed bike path. However, development of the bike path would necessitate encroachment into wetland buffer and wetland. Consequently, the proposal would not be allowed unless the proposed amendments are adopted.

The Santa Claus Lane Bike Path would close an important gap in the Coastal Bike Route, whereby if completed, cyclists could travel from the City of Goleta to the City of Carpinteria (approximately 24 miles) on a bike circulation network that does not include any freeway shoulder path. The significant enhancement of public access via alternative transportation modes to coastal resources and coastal recreation opportunities delivered with the closure of the existing gap in the Coastal Bike Route is anticipated to be used in the policy conflict resolution process by the Coastal Commission (refer to the discussion below for additional analysis).

Whitney Site Agriculture Overlay District

In order to address an inconsistency with agriculture preservation policies which would be introduced with the Linden Avenue and Casitas Pass Road and Via Real Extension Improvements proposal, a new zoning overlay district is proposed. The proposed overlay district would encompass the remainder of the former Whitney agriculture parcel not converted to transportation use; mitigation for the loss of agricultural land (conversion to transportation use) is also contained in the proposed overlay district language (refer to Appendix A for the complete proposed Whitney Site Agriculture Overlay District).

Below is a brief summary of the main agriculture preservation elements of the proposed overlay district:

- Design of development (i.e., the transportation improvements) shall minimize impacts on agriculture, and the conversion of agriculture shall be limited to no more than five acres of the parcel.

- The remainder of the parcel shall be transferred to an appropriate public or private agency, with future uses of the parcel restricted to organic farming, community gardening or agricultural education. An agriculture conservation easement shall be placed on the property to prohibit non-agricultural use of the property in perpetuity.
- Mitigation for the direct loss of up to five acres of agricultural land shall be provided through establishment and operation, in perpetuity, of a community garden program in the Carpinteria Valley. Necessary details regarding initial sites for gardens, funding mechanism, program administration, performance standards and agriculture education program content are contained in the overlay language.
- The City shall apply to the Local Agency Formation Commission (LAFCO) to remove two agricultural parcels which are currently included in the City's Sphere of Influence on Via Real (APN 001-080-033 and APN 001-180-026).

The proposed Whitney Site Agriculture Overlay District would limit the absolute amount of the parcel which could be converted from agriculture, as well as placing a conservation easement on the remainder of the parcel. The community garden program would provide access for community members to grow fruit and vegetables, as well as additional farmland for education opportunities related to the agriculture vocation program at Carpinteria High School, contributing to increased knowledge about sustainable agriculture practices in the Carpinteria Valley. With the potential number of community members that would benefit from access to community garden plots the increased exposure to agriculture sustainability methods and the physical acres brought into active cultivation under the community garden program, the community garden program would be expected to produce a net beneficial impact with regard to land use planning and agriculture resource preservation.

Transportation Corridor Wetland Overlay District

In order to address an inconsistency with wetland protection policies which would be introduced with a series of inter-related transportation improvement projects, a new zoning overlay district is proposed. The purpose of the Transportation Corridor Wetland Overlay District is to provide for specific standards of development for the joint SBCAG-Carpinteria-Caltrans Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements, South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path [within Carpinteria] projects. This overlay establishes specific standards related to fill or other impacts to wetland or reduction of wetland buffers, mitigation measures, drainage and storm water management, and coastal access and recreation enhancements (refer to Appendix C for the complete proposed Transportation Corridor Wetland Overlay District).

Below is a brief summary of the main elements of the proposed wetland overlay district:

- Provisions of the overlay shall apply only to the project area encompassed by the joint SBCAG-Carpinteria-Caltrans Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements, South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Bike Path.

- Area of impact to wetland and wetland buffer identified for each of the three included transportation projects, along with identification of project elements responsible for encroachment.
- Encroachment shall only be permitted after avoidance and minimization are attempted; a 100-foot buffer shall be created between wetland and new development, or where not feasible, the widest buffer practicable shall be established; full mitigation in the form of restoration shall be provided for impacts caused to wetland from wetland encroachment or reduction of buffer areas.
- Wetland mitigation shall be provided through creation or restoration of wetland or wetland buffer, at ratios appropriate to the quality of the impacted resource. Mitigation ratios range from 4:1 to 2:1. Wetland enhancement, restoration or creation plans shall be prepared by a qualified biologist for all areas where mitigation is required.
- Post-construction coastal water quality standards apply to the three transportation projects addressed in the overlay district, including:
 - a. Early site planning to minimize run-off through permeable paving, reduced lane widths or sub-grade storm water retention
 - b. Low impact development strategies with small scale control measures to infiltrate, evapotranspire, filter, detain and retain run-off.
 - c. Storm water to be filtrated, retained or infiltrated on-site; BMPs to be designed for 85th percentile, 24-hour storm event.
 - d. Water treatment BMPs shall accommodate all storms up to 85th percentile, 24-hour storm event.
 - e. Minimum infiltration or treatment volumes shall be calculated based on the impervious surface area added by the project.
 - f. Where site conditions make it infeasible to infiltrate or treat the stipulated minimum volume of run-off on-site, infiltration or treatment off-site can be substituted where it can be demonstrated that off-site infiltration or treatment will result in a greater benefit to coastal water quality and beneficial uses.
 - g. Treatment BMPs shall prioritize the use of soil-based biofilter techniques, such as bio-swales, and shall infiltrate, retain or detain the maximum possible volume of storm water run-off considering site conditions.
 - h. A post-construction run-off management plan shall be submitted to the City and shall include maps, figures, supporting design calculations and a narrative explaining the methods and approach proposed to protect or enhance coastal water quality.

- In order to achieve a regionally important improvement to alternative transportation modes for the purpose of increasing access to coastal resources for all members of the public, the Santa Claus Lane Bike Path shall be constructed no later than the adjacent portion of the South Coast HOV Lanes and construction of the Carpinteria Rincon Trail shall be completed no later than the completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension.
- To enhance educational and recreational opportunities, and to increase awareness of sensitive resources within the coastal environment, permanent displays are required to be erected near the proposed new Carpinteria Creek / US 101 bike undercrossing, the Santa Claus Lane Bike Path and the Carpinteria Rincon Trail.

The designation of only the three named transportation projects restricts potential encroachment into wetland and wetland buffer; the identification of maximum encroachment area also individually limits the encroachment of even these three projects. Full mitigation of wetland and wetland buffer impacts is required, and the ratios for mitigation are specified. Greater detail than is normally specified in planning documents is provided for the enhancement/restoration/creation plan content, preparers, design specifications and performance standards. Post construction coastal water quality standards applicable to the three projects are generally more stringent than Caltrans or the City of Carpinteria would require for transportation improvement projects, which would be anticipated to result in storm water quality benefits as compared to not adopting the overlay. With full wetland resource impact mitigation, preservation of wetland and wetland buffer area adjacent to new development, precise development and performance standards for restoration plans, mandated water quality controls for storm water run-off, the required construction of two significant bike path or trail projects to enhance coastal access and recreation, the proposed Transportation Corridor Wetland Overlay would be expected to fully mitigate potential impacts associated with land use planning for wetland protection.

Rezone and Land Use Redesignation for Transportation Portion of Whitney Parcel

The Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements proposal would convert up to five acres of the former Whitney parcel to public transportation improvements. While public roadways are allowed to be located on land zoned agriculture, the conversion to public transportation facility would dedicate this portion of the parcel to this use, as well as precluding agricultural activity on this portion of the parcel. Consequently, agriculture zoning and land use designations on this portion of the property would no longer be appropriate once the public transportation improvements have been completed.

Elsewhere in Carpinteria, Highway 101 facilities, including interchanges, ramps and frontage roads, are assigned a coastal plan land use designation of transportation corridor (TC) and do not have zoning designations. Therefore, the proposed amendments include removing the A-5 zoning designation from the transportation portion of the Whitney parcel and changing the coastal plan land use designation from AG to TC. These proposed changes to the existing designations would bring the transportation portion of the parcel into conformity with other areas in Carpinteria that are similarly dedicated to transportation use. Refer to Appendix F for an exhibit of the area where these proposed new designations would be applied. The proposed change from agriculture to transportation would result in a land use and planning benefit, in

that the new designation would better coincide with the actual use of the property (i.e., transportation improvements developed by the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements proposal). Since the public transportation improvements could actually be implemented under the current agriculture zoning, the proposed redesignation out of agriculture would only have an effect in the area of land use planning. In other words, the transportation improvements proposal could move forward without the redesignation, and therefore the redesignation is not considered necessary to enable the transportation improvements and would not induce other indirect physical changes to the environment. Placing the TC land use designation on the transportation improvements portion of the parcel would ensure these improvements are regulated in the same manner as the remainder of the Highway 101 corridor through Carpinteria.

Required Mitigation Measures

Mitigation would not be required.

Residual Impacts

The preservation of agricultural resources established under the proposed Whitney Site Agriculture Overlay District would result in a beneficial impact to land uses and planning related to agricultural resources. The mitigation of direct and indirect impacts to wetland from development of the transportation projects covered by the Transportation Corridor Wetland Overlay District, and the establishment of precise development standards and coastal water quality standards to apply to each of the projects, would reduce to less than significant all land use impacts related to wetlands for the inter-related transportation projects. There would be no residual impacts.

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 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 checked="" 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 checked="" type="checkbox"/>

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) determined the project would have no impacts on mineral resources.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) concluded the project would have no impacts on mineral resources.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) found the project would not impact mineral resources.

Impacts of Proposed Local Coastal Program Amendments

The proposed amendments to the Coastal Land Use Plan and Zoning Code do not include revision of any policy or development standard involving mineral resources. The amendments also do not entail any direct physical development, and would therefore not affect access to mineral resources in Carpinteria.

However, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; mineral resources impacts of these proposals have been addressed in previous environmental documents (see above). The Santa Claus Lane Bike Path has not undergone environmental review. However, 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. As the Santa Claus Lane Bike Path would be located between the US 101 shoulder and the UPRR alignment, the project would not result in the loss of available mineral resources or conflict with a potential mineral recovery site. In short, the project would not have impacts upon mineral resources. Consequently, there are no indirect adverse mineral resources impacts of the proposed amendments and no need to establish a mitigation framework for application to the Santa Claus Lane Bike Path future environmental review.

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
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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 checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/>

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) identified existing noise exposure levels from Highway 101 which exceed State and Federal standards for some existing residences; soundwalls were prescribed where freeway noise levels exceed, or are anticipated to exceed, State and Federal criteria for noise sensitive land uses. The project was found not to result in noise level increases that would meet the Caltrans significance criteria. The EIR concluded the project would not generate significant vibration for long-term operation of the transportation improvements. Short-term noise associated with construction was determined to be adverse, and mitigation measures were recommended including construction schedule limitations (daytime hours only, if possible), use of mufflers on construction equipment and erection of project soundwalls as early as possible. Short-term construction-related vibration impacts were found to be potentially significant, with slight damage possible to structures located within 60 feet of pile driving activity. Required mitigation includes pre-notification to potentially impacted residents, photo surveys of residents most susceptible to vibration damage (i.e., within 60 feet of pile driving), day-time only pavement breaking, and offers to residents for motel stays during required night-time pile driving activity (if any) within 100 feet of the pile driving activity.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) identified project-related exposure levels from Highway 101 that would exceed State and Federal standards for some existing residences; soundwalls were prescribed where freeway noise is anticipated to exceed State and Federal criteria for noise sensitive land uses. The project was found not to result in noise level increases that would meet the Caltrans CEQA

significance criteria. The EIR concluded the project would not generate significant vibration for long-term operation of the transportation improvements. Short-term noise associated with construction was determined to be adverse, and mitigation measures were recommended including construction schedule limitations (daytime hours only, if possible), use of mufflers on construction equipment, and erection of project soundwalls as early as possible. For construction-related vibration impacts, the EIR concluded the probability of exceeding architectural damage risk levels for continuous vibrations from construction is very low, resulting in a less than significant impact. However, if pavement breaking or extensive pile driving is involved, then damage to nearby older buildings or non-reinforced structures is a remote possibility (i.e., within 100 feet); structures susceptible to damage include historical buildings (unless in excellent condition), buildings in poor condition or buildings previously damaged in earthquakes. Buildings that are outside the limits for architectural and structural damage may still be close enough to pile-driving sites that the annoyance level from vibrations may be exceeded. Recommended mitigation includes pre-notification to potentially impacted residents or building owners, photo surveys of structures most susceptible to vibration damage (i.e., older buildings within 100 feet of pile driving), day-time only pavement breaking, and offers to residents for motel stays during required night-time pile driving activity (if any).

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) found the project would have no impacts related to long-term generation of noise or vibration, and less than significant impacts with respect to the exposure of people to excessive noise levels (the trail is within the 70 dBA noise contour associated with Highway 101 and the UPRR corridor), due to the exposure of trail users to slightly elevated noise levels only for a portion of the day. The construction of the trail was found to have potentially significant, short-term noise impacts. Required mitigation measures include construction schedule restrictions and the use of proper mufflers on all construction equipment.

Impacts of Proposed Local Coastal Program Amendments

The proposed amendments to the Coastal Land Use Plan and Zoning Code do not include revision of any policy or development standard involving noise. The amendments also do not entail any direct physical development or proposed operations and would therefore not affect the community noise environment in Carpinteria.

Nonetheless, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; noise impacts of these proposals have been addressed in previous environmental documents.

The Santa Claus Lane Bike Path may include infrequent and periodic noise generation from pedestrians and bicyclists using the proposed path and from trail maintenance activities. 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 General Plan/Coastal Land Use Plan. The Santa Claus Lane Bike Path would not generate any new sources of vibration, and vibration effects to trail users from passing trains would be short-term and infrequent. Therefore, long-term project-generated noise and vibration impacts would be less than significant, as would noise exposure for path users.

Project-generated construction noise would be short term in nature. However, the peak construction noise levels associated with heavy equipment for construction of the Santa Claus Lane Bike Path could range up to 95 dBA at 50 feet from the equipment (Caltrans 2008). Since exterior noise from a point source such as construction diminishes (or attenuates) at the rate of six dB each time the distance is doubled, sensitive receptors within 1,600 feet of the construction activity could be exposed to noise levels of up to 65 dBA from construction. Residents along Sand Point Road are located approximately 500 feet to 1,900 feet from the bike path alignment, meaning that construction noise levels could range from 75 dBA (500 feet) to 64 dBA (1,900 feet). During the evening or overnight, these construction noise levels could result in sleep disturbance; during the daytime they could produce nuisance. Short-term impacts construction noise associated with the Santa Claus Lane Bike Path are therefore anticipated to be potentially significant; a mitigation approach for construction noise impacts would therefore be required for incorporation into future environmental review. It is envisioned that the bike path would be constructed concurrently with the South Coast HOV Lanes, in which case the Bike Path construction would not cause more noise or more significant impacts than previously evaluated for the South Coast HOV Lanes construction though the duration of the construction phase could be longer with inclusion of the bike path facility.

There are no long-term noise impacts of the proposed amendments that would be anticipated to require mitigation. However, due to potentially significant construction noise impacts, a mitigation framework appears necessary to incorporate into the future Santa Claus Lane Bike Path environmental review.

Mitigation Framework

At such time when project design has advanced to provide sufficient detail for comprehensive environmental review under CEQA for the Santa Claus Lane Bike Path proposal, the following mitigation measures would be appropriate for consideration, based upon review of the conceptual project information.

NOISE-1 Construction Hours. Construction activity for site preparation and for future development shall be limited to the hours between 7:00 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. If the bike path is constructed concurrently with the South Coast HOV Lanes, hours of construction for the bike path shall be the same as allowed for the HOV Lanes project which may include nighttime construction if necessary to avoid roadway closures.

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

Residual Impacts

With incorporation of mitigation measures **NOISE-1** and **NOISE-2**, residual noise impacts on nearby sensitive receptors during potential future construction of the Santa Claus Lane Bike Path would be less

than significant. Additional evaluation of detailed project information may warrant modification of the identified mitigation measures and coordination with the South Coast HOV Lanes construction.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) identified the loss of one residence resulting from development of the proposal (the house on the Whitney parcel), but found the loss of a single residence would not meet the definition of “substantial” home or population displacement. The construction of the project was also found not to create substantial new jobs that would attract permanent new residents to the region or induce population growth. Project effects on population and housing were therefore determined to be less than significant.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) found there to be no housing or population displacement which would result from the proposal; the construction of the project was also found not to create substantial new jobs that would attract permanent new residents to the region or induce population growth. The project effects on population and housing were therefore determined to be less than significant.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) found the project would have no impacts on growth inducement, housing or population displacement.

Impacts of Proposed Local Coastal Program Amendments

The proposed amendments to the Coastal Land Use Plan and Zoning Code do not include revision of any policy or development standard involving housing or population growth control. The amendments also do

not entail any direct physical development and would therefore not affect the existing or future demand for housing stock in Carpinteria.

Nonetheless, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; population and housing impacts of these proposals have been addressed in previous environmental documents (see above).

The Santa Claus Lane Bike Path 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 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. Bike path 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, the Santa Claus Lane Bike Path proposal would not be anticipated to have significant impacts on population and housing.

Consequently, there are no indirect population and housing impacts of the proposed amendments that would be anticipated to require mitigation, and no need to establish a population and housing mitigation framework for application to the Santa Claus Lane Bike Path future environmental review.

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					

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

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) found there to be no project impacts upon schools, parks and other public facilities. Project effects on fire and police protection were found to be beneficial, via enhancement of emergency services access provided by the higher capacity replacement overcrossings and improved circulation between disconnected neighborhoods on the north side of Highway 101 with completion of Via Real.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) found there to be no project impacts on fire protection, police protection, schools, parks and other public facilities.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) found project impacts on police and fire protection to be less than significant, arising from an incremental increase in the demand for these services related to the use of the proposed trail. The MND found there to be no project impacts upon schools, parks and other public facilities.

Impacts of Proposed Local Coastal Program Amendments

The proposed amendments to the Coastal Land Use Plan and Zoning Code do not include revision of any policy or development standard involving fire protection, police protection, schools, parks or other public facilities. The amendments also do not entail any direct physical development and would therefore not affect the existing or future demand for public services in Carpinteria.

Nonetheless, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; public services impacts of these proposals have been addressed in previous environmental documents (see above). As with

the Carpinteria Rincon Trail, it is anticipated that the Santa Claus Lane Bike Path would result in less than significant impacts on fire protection and police protection services, and have no impacts on schools, parks and other public facilities. Consequently, there are no indirect public services impacts of the proposed amendments that would be anticipated to require mitigation, and no need to establish a mitigation framework for application to the Santa Claus Lane Bike Path future environmental review.

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 checked="" 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 checked="" type="checkbox"/>

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) concluded the project would have a less than significant impact on recreation. Enhanced park access for residents to the west of Carpinteria Creek Park, a new all-weather bike and pedestrian path along Carpinteria Creek underneath Highway 101, additional bike lanes along the extended Via Real and on both the replacement overcrossings would result in a beneficial recreation impact of the project.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) determined there to less than significant project impacts on recreation. The project would result in an incremental benefit for recreation, by decreasing

regional travel time to access coastal recreation opportunities in Carpinteria, and for Carpinteria residents to access recreation resources elsewhere on the south central coast.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) identified how the Rincon Trail would 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, providing additional recreation and access opportunities along the Santa Barbara County coastline. The MND also found 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. Consequently, the MND concluded the project would result in beneficial impacts on recreation.

Impacts of Proposed Coastal Land Use Plan and Zoning Code Amendments

The proposed amendments to the Coastal Land Use Plan and Zoning Code do not include revision of any policy or development standard involving recreation. The amendments also do not entail any direct physical development and would therefore not affect the existing or future demand for recreation in Carpinteria.

However, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; recreation impacts of these proposals have been addressed in previous environmental documents (see above). The Santa Claus Lane Bike Patch proposal consists of construction of a Class I Path from the southern (eastern) terminus of Santa Claus Lane to the northern (western) terminus of Carpinteria Avenue. Development of this path closes an existing problematic gap in the coastal bike trail (as designated in the Santa Barbara County Association of Governments Regional Bike Plan, Santa Barbara County, 2008). Closure of the coastal bike trail gap with this proposal would allow cyclists to travel from western Goleta (UCSB), through Santa Barbara and Summerland, and into Carpinteria on a system of interconnected bike paths, completely avoiding travel on highway road shoulders. As with the Carpinteria Rincon Trail, the Santa Claus Lane Bike Lane would both enhance coastal oriented recreation and increase access to coastal resources using alternative transportation modes (i.e., cycling and walking) resulting in substantial benefits to recreation. Consequently, there are no indirect adverse recreation impacts of the proposed amendments that would require mitigation; instead, recreation benefits would result indirectly from the proposed amendments.

Required Mitigation Measures

Mitigation would not be required.

Residual Impacts

Indirect impacts of the proposed amendments, resulting from transportation developments accommodated under the amendments, 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 checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) concluded the project would result in a beneficial impact with regard to transportation/traffic. The increase in number of travel lanes on the Linden Avenue and Casitas Pass Road overcrossings would increase the capacity of these structures to achieve acceptable levels of service for the life of the project; these overcrossings currently operate below acceptable service levels during peak hours. The extension of Via Real would accommodate reconfiguration of the northbound access ramps at Casitas Pass Road, to eliminate the current inadequate separation distance between the Casitas Pass Road and Linden Avenue on-ramps. Increasing the clearance of the overcrossings to current height standards would reduce the potential for collision of taller trucks with the overcrossings, and also avoid surface street congestion from such trucks exiting the freeway to detour around the overcrossings. The completion of Via Real as a continuous frontage road between Bailard Avenue and Linden Avenue would increase emergency vehicle access to adjacent neighborhoods, enhance circulation along the north side of the highway for vehicles, cyclists and pedestrians, and reduce the use of the highway for local trips. Finally, the provision of an all-weather bike path along Carpinteria Creek under US 101 would improve cyclist and pedestrian access from residential neighborhoods east and west of Carpinteria Creek on the north side of US 101 to schools, coastal resources and shopping opportunities south of the freeway.

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) determined the project would result in beneficial impacts to transportation/traffic. The addition of one HOV lane in each direction would increase the vehicle capacity of US 101 and would provide an incentive for commuters to travel via carpool, vanpool or bus in that a preferential lane with potentially higher travel speeds would be provided. The passenger throughput of US 101 across the South Coast HOV limits would increase, average commute time would decrease and congestion would decrease, comparing the proposal to the no project (no build) alternative. In that the project would deliver benefits in the area of transportation/traffic, no adverse impact is anticipated.

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) found the project 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 to Ventura paralleling US 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. 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. Consequently, the project would provide benefits for local transportation/traffic, as well as enhancing regional access for cyclists to/from Carpinteria and locations to the south.

Impacts of Proposed Local Coastal Program Amendments

The proposed amendments do not include revision of any policy or development standard involving transportation, although the amendments are being sought in order to accommodate several inter-related transportation improvement proposals. The amendments also do not entail any direct physical development and would therefore not directly alter transportation systems in Carpinteria.

Nonetheless, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access and recreation enhancement to accompany these developments; transportation/traffic impacts of these proposals have been addressed in previous environmental documents (see above). The Santa Claus Lane Bike Path has not yet undergone environmental review.

The Santa Claus Lane Bike Path proposal consists of construction of a Class I Path from the southern (eastern) terminus of Santa Claus Lane to the northern (western) terminus of Carpinteria Avenue. It is anticipated that construction of a bicycle path between the beach, shops and restaurants along Santa Claus Lane and the downtown and residential areas of Carpinteria would lead to the removal of some existing trips on US 101, due to the close proximity of these areas. The proposal would therefore result in transportation/traffic benefits for local cyclists, while marginally reducing highway trips.

Development of the Santa Claus Lane Bike path would also close an existing problematic gap in the coastal bike trail (as designated in the Santa Barbara County Association of Governments Regional Bike Plan, Santa Barbara County, 2008). Cyclists currently wishing to proceed eastward from Santa Claus Lane must back-track along Santa Claus Lane up to ½ mile to the US 101 undercrossing at the Padaro Lane/Santa Claus Lane intersection, proceed under US 101 and continue east along Via Real. The option to return to the ocean side of the highway does not occur along Via Real for approximately 1.5 miles, at the Santa Ynez Avenue overcrossing. The length of the proposed Santa Claus Lane Bike Path would be approximately 2,000 feet (0.38 miles). Providing this link between Santa Claus Lane and Carpinteria Avenue for cyclists would decrease the path of travel length for cyclists by approximately 1.2 miles, to arrive at the same common point of the Carpinteria Avenue/Seventh Street Intersection. Closure of the coastal bike trail gap with construction of the Santa Claus Lane Bike Path proposal would allow cyclists to travel from western Goleta (UCSB), through Santa Barbara and Summerland, and into Carpinteria on a system of interconnected bike paths, completely avoiding travel on highway road shoulders. The proposal therefore supports and implements a portion of Regional Bike Plan goals.

The path is proposed as a Class I facility, meaning that it would be physically separate from travel lanes for motor vehicles. Because the bike path would be aligned along the outside of the southbound shoulder US 101, Caltrans design guidelines require a solid concrete barrier between the highway shoulder and the bike path. The barrier would have mesh fence on top of it, to protect cyclists from debris blown by vehicle wash. Consequently, the bike path would not create any hazards due to improper design features.

Complete access for emergency vehicles would exist at either end of the Santa Claus Lane Bike Path; at Santa Claus Lane and at Carpinteria Avenue. The width of the two-way bike path would accommodate a passenger car or light duty truck, either of which could be employed in case of an emergency situation along the path. A removable center bollard is anticipated to be provided at each end of the path to prevent non-authorized vehicle operations on the path. The path would therefore not be anticipated to have adverse impacts upon emergency access. Consequently, the project would provide benefits for local transportation/traffic, as well as enhancing regional access for cyclists to/from Carpinteria and locations to the north (west).

Required Mitigation Measures

Mitigation would not be required.

Residual Impacts

Indirect impacts of the proposed amendments, resulting from transportation development accommodated under the amendments, would result in a beneficial impact. No residual traffic 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 RWQCB?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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 provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal/state/local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Previous Environmental Documents

The Linden Avenue & Casitas Pass Road Interchanges Project EIR (Caltrans 2010) determined there would be no project impacts on wastewater collection or treatment systems, since the project would not generate wastewater. Project impacts on solid waste were found to be less than significant; the project would comply with solid waste disposal regulations and would generate minimal volumes of solid waste (during project construction). The EIR determined the project would have limited demand for water during the establishment period for proposed landscaping and the proposed landscaping incorporates native species that would require very limited irrigation once mature, resulting in a less than significant impact on water supply. The EIR concluded the project would increase the volume of storm water run-off, creating an elevated demand for storm water conveyance and treatment systems; these demands were determined to be less than significant considering the proposed drainage control systems incorporated into the design (refer to *3.9 Hydrology and Water Quality*).

The South Coast 101 HOV Lanes Draft EIR (Caltrans 2012) concluded there would be no project impacts on wastewater collection or treatment systems. Project impacts on solid waste and water supply were found to be less than significant; the project would generate minimal volumes of solid waste (during project construction) and would have limited water demands only during the grow-in period for the proposed drought-tolerant native landscaping. The EIR concluded the project would have a less than significant impact related to storm water from an increase in the volume of storm water run-off, which would be adequately addressed by the proposed drainage control systems incorporated into the design (refer to *3.9 Hydrology and Water Quality*).

The Carpinteria Rincon Trail Draft MND (City of Carpinteria 2012) concluded there would be no project impacts upon wastewater collection or treatment systems, due to a lack of wastewater generation by the project. Project impacts on solid waste and water supply were found to be less than significant; the project would generate a very small volume of solid waste (during project construction) and would have slight water demands only during the establishment period for the limited project landscaping (proposed to be native species). The EIR concluded the project would have a less than significant impact related to storm water from an increase in the volume of storm water run-off, which could be accommodated by existing storm water facilities in the vicinity of the project.

Impacts of Proposed Local Coastal Program Amendments

The proposed amendments to the Coastal Land Use Plan and Zoning Code do not include revision of any policy or development standard involving wastewater, water supply, solid waste or storm water management facilities. The amendments also do not entail any direct physical development and would therefore not affect the existing or future demand for utility services in Carpinteria.

Nonetheless, with adoption of the proposed amendments, the Linden/Casitas Pass/Via Real Improvements and the South Coast HOV Lanes could be permitted to be developed, and the Carpinteria Rincon Trail would be a necessary public coastal access enhancement to accompany these developments; utility services impacts of these proposals have been addressed in previous environmental documents.

As with the Carpinteria Rincon Trail, it is anticipated that the Santa Claus Lane Bike Path would result in no impacts to wastewater collection or treatment systems; the path proposal does not include a restroom facility. Project impacts on solid waste and water supply are anticipated to be less than significant; solid waste would be generated only during construction and should represent an incremental addition to the solid waste from construction of the adjacent portion of the South Coast HOV Lanes project. Water demands of the Santa Claus Lane Bike Path proposal are also anticipated to be minor, in association with limited landscaping assumed to consist of appropriate native species not requiring permanent irrigation. Consequently, there are no indirect utility services impacts of the proposed amendments that would be anticipated to require mitigation, and no need to establish a mitigation framework for application to the Santa Claus Lane Bike Path future environmental review.

Required Mitigation Measures

No mitigation would be required.

Residual Impacts

There would be no residual impact.

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"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

3.19 PROJECT ALTERNATIVES

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

3.20 RECOMMENDATION BY STAFF

The staff of the City of Carpinteria:

- Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that a NEGATIVE DECLARATION (ND) be prepared.
- Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the REVISED PROJECT DESCRIPTION would successfully mitigate the potentially significant impacts. Staff recommends the preparation of a Mitigated ND. The MND finding is based on the assumption that mitigation measures will be acceptable to the applicant; if not acceptable a revised Initial Study finding for the preparation of an EIR may result.
- Finds that the proposed project WILL have a significant effect on the environment and recommends that an ENVIRONMENTAL IMPACT REPORT (EIR) be prepared.
- Finds that from existing documents (previous EIRs, etc.) that a subsequent document (containing updated and site-specific information, etc.) pursuant to CEQA §15162/15163/15164 should be prepared.

 X With Public Hearing _____ Without Public Hearing

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 CaLApp.3d 296 (1988); *Leonoff v. Monterey Board of Supervisors*, (1990) 222 CaLApp.3d 1337 (1990); *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 CaLAppAth 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 CaLAppAth at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 CaLAppAth 656.

Section 4: References and Contacts

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:

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4.1 Agencies and Persons Consulted

David Beard, Project Manager, Caltrans. 2013. Personal communication.

Jackie Campbell, City of Carpinteria Community Development Director. 2013. Personal communication.

Amber Geraghty, Coastal Program Analyst, California Coastal Commission. 2013. Personal communication.

APPENDIX A

Draft Whitney Site Agriculture Overlay District

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Whitney Site Agriculture Overlay – Zoning Code

DRAFT MND Appendix A – August 29, 2013

Chapter 14.41 – WHITNEY SITE (APN 001-070-012) OVERLAY DISTRICT

14.41.010 - Purpose and intent.

The purpose of the Whitney site overlay district is to provide for specific standards to ensure preservation of the remainder of the Whitney parcel for agricultural use through an agricultural easement and to provide for the establishment and maintenance of programs for sustainable agriculture in the Carpinteria Valley. Therefore, this overlay district establishes specific standards related to open field agriculture resource protection and mitigation.

14.41.020 - Applicability.

The provisions of this district shall apply only to the remainder of the original 8.95-acre Whitney parcel (APN 001-070-012) not dedicated to public roadway purposes, as depicted in Figure 1 and shown on the city's official zoning maps.

14.41.030 - Development standards.

All applicable LCP policies and provisions shall apply to the Whitney site overlay district, unless specifically modified by standards detailed in this section. Development of any portion of the Linden and Casitas Pass Road Interchanges and Via Real Extension Improvements on the Whitney site (APN 001-070-012) shall comply with all of the following requirements:

1. New development shall be sited and designed to avoid impacts to agricultural land. If there is no feasible alternative that can eliminate all impacts, then the alternative location and design for the project that would result in the fewest or least significant impacts shall be selected. Impacts to agricultural land that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated as outlined in this Section. The portion of the parcel to be converted from agriculture to public roadway facility shall not exceed five acres, encompassing the southern portion of the parcel immediately adjacent to the US Highway 101 travel lanes.
2. In order to prevent conversion of the approximately four-acre remainder parcel out of agriculture, ownership of the property shall be transferred to the City of Carpinteria to be used for organic farming, community gardening or agricultural education. Transfer of the property from Caltrans to the City would occur at the conclusion of project construction,

and in concert with the transfer of the completed Via Real roadway and right-of-way. An agriculture conservation easement shall be placed on the property prior to transfer of ownership of the remainder parcel to the City which will prohibit non-agricultural uses on the property in perpetuity. The holder of said agriculture conservation easement shall be a public resources agency or private land trust with agricultural resource preservation experience, acceptable to the City of Carpinteria. Portions of the parcel that lie within the Carpinteria Creek channel, associated environmentally sensitive habitat area (ESHA) or riparian corridor buffer shall be excluded from the agriculture conservation easement to protect environmentally sensitive resources from disturbance associated with agricultural activities.

3. Mitigation shall be provided for the direct loss of agricultural land via implementation of an Agriculture Preservation Program as set forth below. The project shall contribute funds such that the City of Carpinteria can accomplish the following (at a minimum):
 - A. Installation of physical infrastructure for garden plots and physical access for community members at a suitable number of properties, with reasonable distribution throughout the community to permit convenient access for residents. The following properties have been identified to fulfill the above goals; in the event that it is determined to be infeasible to operate a community garden on one or more of the following properties, a substitute property(ies) may be enrolled.
 - i) The Carpinteria Children's Project (formerly Main School campus of the Carpinteria Unified School District); Infrastructure and development may include:
 - a. Tilling to prepare planting area
 - b. Grid layout for plots
 - c. Perimeter fencing
 - d. Water source for irrigation
 - e. Small shed for tool/implement storage, not larger than 12 feet x 12 feet
 - ii) The four-acre remainder agricultural parcel; Infrastructure and development may include:
 - a. Tilling to prepare planting area
 - b. Grid layout for plots
 - c. Split-rail or similar perimeter fencing
 - d. Water source for irrigation
 - e. Small shed for tool/implement storage, not larger than 12 feet x 12 feet

- iii) The 0.62-acre City-owned parcel at Fifth Street; Infrastructure and development may include:
 - a. Tilling to prepare planting area
 - b. Grid layout for plots
 - c. Split-rail or similar perimeter fencing
 - d. Water source for irrigation
 - e. Small shed for tool/implement storage, not larger than 12 feet x 12 feet
- iv) Carpinteria High School; Infrastructure and development may include:
 - a. Any expansion or improvements for community access to agricultural areas of the campus
- B. Development of a uniform agreement or lease template for use of individual garden plots by members of the community.
- C. Drafting of an agreement(s) between the City and Carpinteria Unified School District (CUSD) to have CUSD manage or administer the community garden system, which includes, at a minimum, the properties described in 3.A., above.
- D. Funding of a half-time agricultural instructor position within the Carpinteria High School Agriculture Vocation Program for a period of five years from the date of final approval of the project to initiate the community garden system and to create a fee structure (participation fee or plot lease) to subsidize continuation of this half-time position. In the event funding from the fee structure for community garden participation is not adequate following the five-year subsidy period, the City of Carpinteria will do one or more of the following.
 - i. Work with the School District to either restructure the participation fees or commit to providing funds for the difference between participation revenues and the half-time position costs;
 - ii. Investigate administration of the community garden system by another agricultural education entity such as 4H;
 - iii. Pursue grant funding to perpetuate the program; or
 - iv. Assume administration of the community garden system in perpetuity.
- E. Development of a community education program through the Carpinteria High School Agriculture Vocation Program (similar to or part of Adult Education) offering workshops in plant cultivation at the community gardens and cooking with fresh garden produce (at the Carpinteria High School Culinary Kitchen). Once established, participation fees could fund perpetuation of the program.

- F. Program administration and access for residents to at least one property enrolled in the community garden system shall be established within one year from approval of a Coastal Development Permit for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements. The Agriculture Preservation Program shall be substantially implemented within one year following completion of construction of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements.

- G. To further offset the project-related direct loss of five acres of agricultural land within the City of Carpinteria, the City shall apply to the Local Agency Formation Commission (LAFCO) to remove two agricultural parcels which are currently included in the City's Sphere of Influence on Via Real (APN 001-080-033 and APN 001-180-026). The application to LAFCO to remove these parcels from the Sphere of Influence shall be completed within one year from approval of a Coastal Development Permit for the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements. Successful removal of the parcels from the Sphere of Influence shall be accomplished prior to completion of construction of the public roadway improvements.

APPENDIX B

Draft Text Amendments – Coastal Land Use Plan (Agriculture)

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CARPINTERIA COASTAL LAND USE PLAN
LINDEN AVENUE AND CASITAS PASS ROAD INTERCHANGES AND VIA REAL
EXTENSION IMPROVEMENTS

Draft Policy Language Relating to Whitney Site Agriculture Overlay District

DRAFT MND Appendix B – August 29, 2013

OSC-9m. Protect agriculture and agriculture education opportunities within the Whitney Site Agriculture Overlay District, pursuant to Chapter 14.41 of the Carpinteria Municipal Code.

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APPENDIX C

Draft Transportation Corridor Wetland Overlay District

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Transportation Corridor Wetland Overlay – Zoning Code

DRAFT MND Appendix C – August 29, 2013

Chapter 14.45 –TRANSPORTATION CORRIDOR WETLAND OVERLAY DISTRICT

14.45.010 - Purpose and intent.

The purpose of the Transportation Corridor Wetland overlay district is to provide for specific standards of development for the joint SBCAG-Carpinteria-Caltrans Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension improvements, South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path projects. The intent is to ensure a more precise level of planning than ordinarily possible under the local implementation plan. Therefore, this overlay establishes specific standards related to fill or other impacts to wetland or reduction of wetland buffers, mitigation measures, drainage and storm water management and coastal access and recreation enhancements.

14.45.020 - Applicability.

The provisions of this district shall apply only to the project area encompassed by the joint SBCAG-Carpinteria-Caltrans Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements, South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path projects, as depicted in Figure 2 and shown on the city's official zoning maps.

14.45.030 - Development standards.

All applicable LCP policies and provisions shall apply to the new development that is part of the Transportation Corridor Wetland Overlay, unless specifically modified by the standards detailed in this section. All development for the joint SBCAG-Carpinteria-Caltrans Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements, South Coast High Occupancy Vehicle (HOV) Lanes and Santa Claus Lane Bike Path shall comply with the following:

1. For the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements, the following project components will result in a maximum of 15,339 square feet (0.352 acres) of direct wetland impacts and a maximum of 84,379 square feet (1.937 acres) of impacts to wetland buffers:
 - Carpinteria Creek bridge foundation components
 - Slope retaining elements for the southbound US 101, northbound US 101, northbound Casitas Pass off-ramp, and the Via Real extension
 - Fill and retaining structures for the Via Real Extension travel lanes, sidewalks and bike path
 - Drainage improvements
 - Soundwalls

- Fill and retaining structures for the Carpinteria Creek bike trail improvement
 - Structural foundation elements, travel lane, sidewalk and bikeway, shoulder, fill and retaining structures for the northern end of the Linden Avenue overcrossing
2. For the South Coast HOV Lanes, the following project components will result in a maximum of 6,924 square feet (0.158 acres) of direct wetland impacts and a maximum of 125,990 square feet (2.891 acres) of impacts to wetland buffers:
- Drainage improvements and soundwall along the northern shoulder of northbound 101 immediately east (south) of Santa Ynez Avenue
 - Drainage improvements, soundwall, roadway, shoulder and fill in the immediate vicinity of Santa Monica Road on-ramp/off-ramp
 - Drainage improvements and soundwall along the northern shoulder of northbound 101 in the vicinity of Taranto Circle
 - Drainage improvements drainage improvements and soundwall along the southern shoulder of southbound 101 immediately west (north) of Plum Street to just east of the western terminus of Carpinteria Avenue
3. For the Santa Claus Lane Bike Path, the following project components will result in a maximum of 16,753 square feet (0.385 acres) of direct wetland impacts and a maximum of 27,893 square feet (0.640 acres) of impacts to wetland buffers between the existing US 101 southern shoulder and the UPRR railroad alignment which borders the north side of the Carpinteria Salt Marsh:
- Fill
 - Retaining structures
 - Bike path
 - Drainage improvements
4. Fill or other impacts to wetland or reduction of wetland buffers resulting from new development detailed in projects 1 - 3 above may be approved only in conformance with the following:
- a. New development shall be sited and designed to avoid fill or other impacts to wetland. If there is no feasible alternative that can eliminate all impacts, then the alternative that would result in the fewest or least significant impacts shall be selected. Impacts to wetland that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated, with priority given to on-site mitigation. Off-site mitigation measures shall only be approved when it is not feasible to fully mitigate impacts on-site. Mitigation shall not substitute for implementation of the project alternative that would avoid impacts to wetland.
 - b. New development shall be sited and designed to provide a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of wetland. If

there is no feasible alternative that can provide a buffer of 100 feet, then the alternative that would provide the widest buffer shall be selected. Impacts to wetland resulting from a reduced buffer width shall be fully mitigated via appropriate application of best management practices at the area of reduced buffer width, and the restoration or expansion of in-kind wetland buffer habitat within the project boundary. Mitigation shall not substitute for implementation of the project alternative that would provide the required wetland buffer.

- c. Mitigation shall be provided for fill or other impacts to wetland and reduction of wetland buffers. Mitigation measures shall include, at a minimum, creation or substantial restoration of wetland of a similar type. Adverse impacts shall be mitigated at a ratio of 3:1 for degraded wetlands (e.g., ditches, freeway catch basins) and adversely impacted riparian habitats, and other wetland areas, including salt marsh, shall be mitigated at a ratio of 4:1. However, in no event shall the wetland mitigation ratio be less than 2:1, and the 2:1 ratio will only be acceptable where, prior to the development impacts, the mitigation is completed within the Carpinteria Salt Marsh and is empirically demonstrated to meet performance criteria that establish that the created or restored wetland are functionally equivalent or superior to the impacted wetland, based on the restoration plan prepared pursuant to 4.d., below. Mitigation of project impacts on wetland from reduction of wetland buffer area shall consist of the creation or restoration of in-kind buffer habitat on not less than a 2:1 ratio for the wetland buffer area reduced by project improvements. The restored buffer habitat shall be located adjacent to wetland, or restored wetland, within the project boundaries.
- d. Wetland enhancement, restoration or creation plans shall be prepared by a qualified biologist for all areas where mitigation is required by Sections 4. a, b and c, above, Plans shall include details of appropriate wetland enhancement, restoration or creation acreage and location including the following:
 - i. Introduction. Including a purpose statement, existing site resource description and inventory, proposed wetland mitigation site plan and map comparing existing vs. future site conditions.
 - ii. Mitigation Goals. A clear statement of the wetland mitigation goals including the desired wetland habitat type (s), major vegetation components, hydrological regime and wildlife support functions.
 - iii. Planting Plan. Description of the desired relative abundance of particular wetland plant species in desired habitat type(s). Based on these goals identify the species to be planted (plant “palette”), provide a rationale for and describe the size and number of container plants and/or the rate and method of seed application, and a site plan with planting location and planting guidelines for prescribed species. Seeds and propagules should come from local native stock.
 - iv. Grading Plan. If wetland enhancement, restoration or creation requires topographic alterations, a formal grading plan should be included.

- v. Best Management Procedures. Erosion control, irrigation, and weed eradication plans as necessary.
 - vi. Success Criteria. Selection and rationale of quantifiable success criteria. There must be some empirical basis for the selection of each success criterion (e.g. peer-reviewed literature, reference site data).
 - vii. Monitoring. Monitoring program that includes a detailed description of quantitative sampling design (e.g., sample sizes and sampling techniques such as quadrats, transects, photo plots), statistical procedures proposed for judging if success criteria are achieved provisions for a five-year monitoring period, annual monitor reporting and contingency measures should the mitigation efforts fail to achieve quantitative success criteria.
 - viii. Final Report. A final monitoring report prepared by a qualified biologist that evaluates whether the required wetland enhancement, restoration or creation has achieved the goals and success criteria set forth in the approved mitigation plan.
5. For each project listed in 1 through 3 above, all of the following post-construction coastal water quality standards shall be met:
- a. Early site design planning shall emphasize run-off management and shall prioritize the minimization of run-off by reducing lane and shoulder pavement widths, using permeable pavements and incorporating sub-grade storm water retention, and shall use structural and operational Source Control BMPs to control pollutant sources, keep pollutants segregated from storm water and minimize tainted run-off to the extent feasible.
 - b. Low impact development strategies shall be used preferentially to integrate a system of small scale control measures that infiltrate, evapotranspire, filter, detain and retain run-off close to the source.
 - c. Storm water run-off shall be infiltrated, retained or detained on-site, in accordance with the site hydrology and geotechnical considerations. Infiltration BMPs shall be designed, at a minimum, to handle run-off from all storms up to and including the 85th percentile, 24-hour storm event on-site, to avoid negative effects of hydro-modification. If it is not practical to retain the 85th percentile, 24-hour storm event on-site, the limitations preventing this practice shall be stated and an equal volume of run-off shall be infiltrated elsewhere within the project limits with preference given to sites within the same watershed.
 - d. Where Treatment Control BMPs (or suites of BMPs) are used, they shall be designed to infiltrate and/or treat the amount of run-off produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, one hour storm event (with an appropriate safety factor of two or greater) for flow-based BMPs.
 - e. Minimum infiltration or treatment volumes shall be calculated based on the impervious surface area added by the project. However, if the project increases the area of impervious surface that is equal to or greater than 50% of the existing impervious surface within the project boundaries, the entire area shall be used as

the basis to calculate the minimum volume that must be infiltrated/treated. Where less than a 50% increase in impervious surface will be added, priority shall be given to treating run-off from the newly created impervious surfaces. Run-off from existing pavement shall not be treated in lieu of treating run-off from newly created impervious surface unless it is infeasible to treat the newly added surface. Where it is infeasible to hydraulically separate run-off from existing impervious areas, the newly created impervious areas and as much of the hydraulically inseparable flow shall be treated as feasible, based on site conditions and constraints and shall bypass or divert any excess around the BMP to prevent overloading the BMP or impairing its performance.

- f. Where site conditions make it infeasible to infiltrate or treat the stipulated minimum volume of run-off on-site, infiltration or treatment off-site can be substituted where it can be demonstrated that off-site infiltration or treatment will result in a greater benefit to coastal water quality and beneficial uses.
 - g. Treatment BMPs shall prioritize the use of soil-based biofilter techniques, such as bioswales, and shall infiltrate, retain or detain the maximum possible volume of stormwater run-off in accordance with the site hydrology and geotechnical considerations. Biofilters shall not use invasive plant materials; plants shall be collected locally and/or propagated in a certified nursery with oversight by a qualified plant ecologist. A biofilter/bioswale design plan, including the plant palette and the source of plant material, shall be submitted to the City for review and approval.
 - h. A post-construction run-off management plan shall be submitted to the City and shall include maps, figures, supporting design calculations and a narrative explaining the methods and approach proposed to protect or enhance coastal water quality. Maps shall be cross-referenced to grading, drainage and landscaping project plans. The run-off management plan shall include supporting information including, but not limited to, the infiltration and retention properties of the native or engineered BMP substrate, depth to groundwater and the hydraulic design and pollutant treatment/removal capability of the proposed BMPs adequate to ensure that water quality will be protected to the maximum extent practicable. The post construction run-off plan shall be certified by a qualified professional with appropriate credentials, education and training to perform the work. Where site or project conditions constrain any of the minimum requirements or practices in a. through g., above, the qualified professional shall document the nature and extent of the limitations and justify the alternative measures proposed to protect or enhance water quality.
6. To the extent allowed by Coastal Commission adoption of the document titled "Repair, Maintenance and Utility Hook-up Exclusions from Permit Requirements (adopted by the Commission on September 5, 1978 and incorporated herein), repair and maintenance of the development listed in 1 through 3 above are excluded from permit requirements. However, such exclusions will not apply where such repair and maintenance would

occur within riparian and wetland habitat or will cause direct impacts to wetland or other resources.

7. In order to achieve a regionally important improvement to alternative transportation modes for the purpose of increasing access to coastal resources for all members of the public, two bike path / trail segments shall be constructed, including:
 - a. Coast Route Bike Path (Santa Claus Lane to Carpinteria Avenue) - consisting of a Class I Bike Path from the eastern terminus of Santa Claus Lane to the western terminus of Carpinteria Avenue. Development of this path will close an existing gap in the coastal bike trail (as designated in the Santa Barbara County Association of Governments Regional Bike Plan, Santa Barbara County, 2008). A goal of this construction design and implementation for the path would be to accommodate the path within the Caltrans/City/County right-of-way (to avoid any Union Pacific Railroad right-of-way). The Coast Route Bike Path shall be completed no later than the completion of the adjacent phase of construction for the South Coast HOV Lanes. The opening of this path to the public will be contingent upon the development of a permanent maintenance agreement among the parties, including the City of Carpinteria, Santa Barbara County and Caltrans.
 - b. Rincon Coastal Trail (From SR 150/Carpinteria Avenue to Rincon County Park) - consisting of a Class I Bike Path/trail from the eastern terminus of Carpinteria Avenue (transition to State Route 150) to Rincon County Park. Construction of this path will close a coastal trail gap between Carpinteria Avenue and the new Class I trail along US 101 which has a northerly terminus at the Rincon State Beach Park parking lot. The proposed alignment would require a right-of-way easement for the portion of the trail that crosses Union Pacific Railroad (UPRR). The Rincon Coastal Trail shall be completed no later than the completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements construction. The opening of this trail to the public will be contingent upon the development of a permanent maintenance agreement among the parties, including the City of Carpinteria, Santa Barbara County and Caltrans.
8. To enhance educational and recreational opportunities and to increase awareness of sensitive resources within the coastal environment, the following permanent displays are required:
 - a. In conjunction with the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements, an educational or interpretive display shall be installed within Carpinteria Creek Park and/or at the entrance to the proposed Carpinteria Creek / US 101 Freeway bike undercrossing which explains the importance of Carpinteria Creek, its riparian habitat and associated wetland resources.

- b. In conjunction with the Santa Claus Lane bike path extension, an educational or interpretive display shall be installed which explains the importance of the Carpinteria Salt.
- c. In conjunction with the Rincon Coastal Trail, an educational or interpretive display shall be installed as part of final construction, and maintained by the local jurisdiction in which it is located, along the Rincon Coastal Trail which describes the nearby harbor seal rookery.

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APPENDIX D

Draft Text Amendments – Coastal Land Use Plan (Wetland Protection Policy)

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Wetland Buffer Encroachment Text Amendments – Zoning Code

DRAFT MND Appendix D – August 29, 2013

14.42.040 - Development standards.

Definitions of terms used in this chapter are contained in Section 3.9 of the coastal plan and are incorporated by reference.

Wetland 1. Wetland shall be defined as land where the water table is at, near or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes. Where environmental factors may prevent the development of soils and/or vegetation, the presence of surface water or saturated substrate at some time during the year or the location within, or adjacent to, vegetated wetland or deepwater habitats will define their limits. If a question exists, the limit will be determined by habitat survey made by a qualified biologist.

The upland limit of a wetland shall be defined as: a) the boundary between land with predominantly hydrophytic cover and land with predominantly mesophytic or xerophytic cover; b) the boundary between soil that is predominantly hydric and soil that is predominantly non-hydric; c) in the case of wetlands without vegetation or soils, the boundary between land that is flooded or saturated at some time during years of normal precipitation, and land that is not.

A buffer strip, one hundred feet in width, shall be maintained in a natural condition along the upland limit of all wetland. No structures other than those required to support light recreational, scientific and educational use shall be permitted, where such structures are consistent with all other wetland development policies and where all possible measures have been taken to prevent adverse impacts. (Policy 9-4)

2. New development adjacent to the required buffer around wetland shall not result in adverse impacts due to additional sediment, runoff, noise and other disturbances. (Policy 9-5)

3. For the following joint SBCAG-Carpinteria-Caltrans projects: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements; 2) South Coast High Occupancy Vehicle (HOV) Lanes; and 3) Santa Claus Lane Bike Path, a reduced wetland buffer may be permitted in accordance with the provisions of Policy OSC-3e and the specific standards described in the Transportation Corridor Wetland Overlay District, in Chapter 14.45 of the Zoning Code.

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APPENDIX E

Draft Text Amendments – Coastal Land Use Plan (Wetland Protection Policy)

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CARPINTERIA COASTAL LAND USE PLAN
LINDEN AVENUE AND CASITAS PASS ROAD INTERCHANGES AND VIA REAL EXTENSION IMPROVEMENTS,
SOUTH COAST HOV LANES AND SANTA CLAUS LANE BIKE PATH

Draft Text Amendments –Wetland Protection Policy
DRAFT MND Appendix E – August 29, 2013

OSC-3e. For the following joint SBCAG-Carpinteria-Caltrans projects: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements; 2) South Coast High Occupancy Vehicle (HOV) Lanes; and 3) Santa Claus Lane Bike Path, new development in wetland or within the required 100-foot wetland buffer may be permitted in accordance with all of the following requirements and all other development policies and provisions of the Local Coastal Program.

- a. New development shall be sited and designed to avoid fill or other impacts to wetland. If there is no feasible alternative that can eliminate all impacts, then the alternative location and design for each of the three projects that would result in the fewest or least significant impacts shall be selected. Impacts to wetland that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated, with priority given to on-site mitigation. Off-site mitigation measures may be approved when it is not feasible to fully mitigate impacts on-site, or where greater habitat value can be achieved or wider wetland buffer can be provided in an off-site wetland restoration or enhancement project. Mitigation shall not substitute for implementation of the project alternative that would avoid impacts to wetland.
- b. New development shall be sited and designed to provide a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of wetland. If there is no feasible alternative that can provide a buffer of 100 feet, then the alternative that would provide the widest buffer shall be selected. Impacts to wetland resulting from a reduced buffer width shall be fully mitigated. Mitigation shall not substitute for implementation of the project alternative that would provide the required wetland buffer.
- c. All new development shall protect post-construction coastal water quality by including the following:
 1. emphasize runoff management in site design;
 2. preferentially use Low Impact Development strategies;
 3. maximize the use of structural and operational Source Control BMPs;
 4. prioritize the use of biologic, soil-based Treatment Control BMPs;
 5. avoid adverse runoff impacts to ESHA and wetland; and
 6. design and manage development to minimize hydromodification, as appropriate.

Implementation Policies

12. Maintain a minimum 100-foot setback/buffer strip in a natural condition along the upland limits of all wetland. No structures other than those required to support light recreational, scientific and educational uses shall be permitted within the setback, where such structures are consistent with all other wetland development policies and where all feasible measures have been taken to prevent adverse impacts. The minimum setback may be adjusted upward to account for site-specific conditions affecting avoidance of adverse impacts.

A minimum wetland buffer of 35 feet from structures and 25 feet from fencing is allowed for the existing retention basin/drainage pond on the Ellinwood site (APN 004-013-026). The retention basin/drainage pond on this site shall be maintained only in accordance with the specific standards described in the Ellinwood Parcel (APN 004-013-026) Overlay District, in Chapter 14.43 of the Zoning Code.

For the following joint SBCAG-Carpinteria-Caltrans projects: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements; 2) South Coast High Occupancy Vehicle (HOV) Lanes; and 3) Santa Claus Lane Bike Path, a reduced wetland buffer may be permitted in accordance with the provisions of Policy OSC-3e and the specific standards described in the Transportation Corridor Wetland Overlay District, in Chapter 14.45 of the Zoning Code.

NOTE: The greyed portion of text above is the existing language of Implementation Policy 12, which is not proposed to be amended at this time.

OSC-3 - Implementation Policy 12 is the successor to Policy 9-4 of the City's January 1980 Coastal Land Use Plan. Implementation Policy 12 has not taken effect at this time; the revisions above would also therefore be applied to Policy 9-4 of the City's January 1980 Coastal Land Use Plan.

OSC-15e. In order to achieve a regionally important improvement to alternative transportation modes for the purpose of increasing access to coastal resources for all members of the public, the following joint SBCAG-Carpinteria-Caltrans projects: 1) Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements; and 2) South Coast High Occupancy Vehicle (HOV) Lanes, shall include the construction of the following bike path / trail segments:

- a. Coast Route Bike Path (Santa Claus Lane to Carpinteria Avenue) - a Class I Bike Path from the eastern terminus of Santa Claus Lane to the western terminus of Carpinteria Avenue. Development of this path will close an existing gap in the coastal bike trail (as designated in the Santa Barbara County Association of Governments Regional Bike Plan, Santa Barbara County, 2008). A goal of this construction design and implementation for the path would be to accommodate the path within the Caltrans/City/County right-of-way (to avoid any Union Pacific Railroad right-of-way). The Coast Route Bike Path shall be completed no later than the completion of the adjacent phase of construction for the South Coast HOV Lanes. The opening of this path to the public will be contingent upon the development of a permanent maintenance agreement among the parties, including the City of Carpinteria, Santa Barbara County and Caltrans.
- b. Rincon Coastal Trail (SR 150 to Carpinteria Avenue to Rincon County Park) - a Class I Bike Path/trail from the eastern terminus of Carpinteria Avenue (transition to State Route 150) to Rincon County

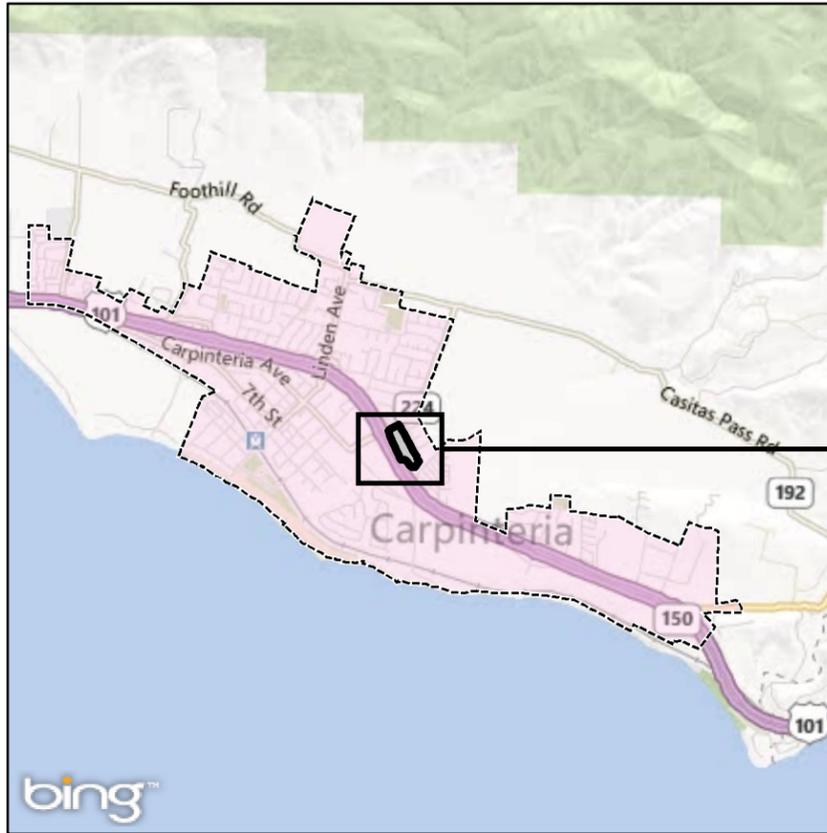
Park. Construction of this path will close a coastal trail gap between Carpinteria Avenue and the new Class I trail along US 101 which has a northern terminus at the Rincon State Beach Park parking lot. The proposed alignment would require a right-of-way easement for the portion of the trail that crosses Union Pacific Railroad (UPRR). The Rincon Coastal Trail shall be completed no later than the completion of the Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Improvements construction. The opening of this trail to the public will be contingent upon the development of a permanent maintenance agreement among the parties, including the City of Carpinteria, Santa Barbara County and Caltrans.

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APPENDIX F

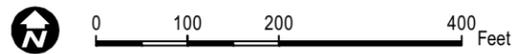
Whitney Parcel Transportation Portion Zoning & Land Use Designations

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-  Redesignate Land Use to Transportation Corridor "TC" and Remove Zoning
-  Proposed Right-of-Way Northern Limit
-  Whitney Parcel (APN: 001-070-012)

**Whitney Parcel
Transportation Portion**



AERIAL SOURCE: CIRGIS 2012
DESIGN SOURCE: CALTRANS 2013

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APPENDIX F
Whitney Parcel Transportation Portion Zoning and Land Use Designations
CITY OF CARPINTERIA LOCAL COASTAL PROGRAM AMENDMENT - MITIGATED NEGATIVE DECLARATION

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