

# CITY OF CARPINTERIA ENVIRONMENTAL SCOPING DOCUMENT

**Project Title:** Carpinteria Avenue Bridge Replacement

**Lead Agency:** City of Carpinteria

**Contact Person and Phone:** Nick Bobroff 805/684-5405 ext. 407

**Project Location:** 5400 Carpinteria Avenue, Carpinteria Creek bridge

**Project Sponsor:** City of Carpinteria, 5775 Carpinteria Avenue, Carpinteria, CA 93013

**General Plan Designation:** Open Space/Recreation (creek corridor), Medium Density Residential (south of bridge), General Commercial (west and north of bridge)

**Zoning:** Commercial Planned Development and Planned Residential Development

**Description of project:** The existing bridge deck is deteriorated and has inadequate hydraulic capacity under the bridge for flood flows. The purpose of the project is to remove the structurally deficient bridge and replace it with a bridge designed to meet current structural, geometric, and hydraulic standards. The proposed project is a three-span bridge design with a wider bridge to accommodate bike lanes and wider sidewalks. This design would utilize pile foundations at the abutments and at two intermediate pier supports, with two bridge support structures located in the streambed but outside the low flow channel of the creek. The bridge deck would be approximately two feet higher than existing, with no change in traffic circulation. The proposed bridge would have the same traffic configuration as the existing bridge, with wider sidewalks, shoulders and bike lanes. The roadway would be approximately five feet wider than the existing roadway, with the shoulder/bike lanes being approximately 1.5 feet wider than existing and the sidewalks being approximately 3.5 feet wider than existing. A more detailed description of the proposed project and alternatives is attached.

**Surrounding Land Uses and Setting:** the existing bridge spans Carpinteria Creek, a designated Environmentally Sensitive Habitat Area supporting riparian vegetation and wildlife habitat. A commercial center is located to the northwest, with a Motel 6 located to the northeast of the bridge. A residential area along Concha Loma Drive is located to the south.

**Other Public Agencies Whose Approval is Required:**

- U.S. Army Corps of Engineers – Clean Water Act Section 404 discharge permit
- California Department of Fish & Wildlife – streambed alteration agreement
- Regional Water Quality Control Board - Clean Water Act Section 401 water quality certification, construction storm water discharge general permit
- California Department of Transportation – funding approval and Federal environmental compliance

## AESTHETICS

### Existing Environmental Setting:

The project site includes a portion of Carpinteria Avenue which has scenic value as indicated by General Plan objectives and policies, including Objective C-4 (Improve the Carpinteria Avenue corridor to ensure adequate traffic flow, safe bicycle use and improved aesthetic qualities) and Policy OSC-13a (Preserve broad unobstructed views from the nearest public street to the ocean, including ...Carpinteria Avenue...). The riparian corridor along Carpinteria Creek provides a natural park-like setting, which provides high visual quality and substantially contributes to the visual character of the immediate project area.

### Project Specific Impacts:

**Scenic Vistas.** No designated scenic vistas are located in the project area. The proposed replacement bridge would be located at the same location as the existing bridge, and would not block views of the ocean from Carpinteria Avenue.

**Scenic Resources** (including trees, rock outcroppings and historic buildings within a state scenic highway). No designated scenic resources or scenic highways are located in the project area.

**Degrade Visual Character or Quality.** The project may degrade the visual character and/or quality of Carpinteria Creek and the surrounding community by the removal of trees, constructing a larger bridge with a higher bridge deck, constructing a bridge design contrary to the architectural character of the City, exposure of soils during construction, and views of equipment and materials during construction. In addition, the proposed higher bridge deck could partially block views of the Carpinteria Creek corridor from nearby public roads.

**Lighting and Glare.** Permanent nighttime lighting or glare-producing reflective surfaces are not proposed. However, nighttime construction lighting may be required and may adversely affect nighttime views of nearby residents.

### Scope of the CEQA Document:

An EIR will be prepared and focus on project-related and cumulative impacts to the visual character and visual quality of the project area, and nighttime lighting.

## AGRICULTURAL AND FORESTRY RESOURCES

### Existing Environmental Setting:

Based on the Important Farmland Maps developed by the California Department of Conservation, the nearest important farmland is located approximately 750 feet northeast of the project site, consisting of orchards designated as Prime farmland. The nearest forest land is the Los Padres National Forest, located approximately two miles north of the project site.

### Project Specific Impacts:

**Conversion of Important Farmland.** The proposed project would not result in the conversion of farmland to non-agricultural use.

**Agricultural Zoning Conflicts.** The proposed project would not conflict with existing agricultural uses, zoning or Williamson Act contracts.

**Forest Land Conflicts.** The proposed project would not conflict with or cause re-zoning of forest land.

**Loss or Conversion of Forest Land.** No loss or conversion of forest land would occur.

**Indirect Conversion of Farmland or Forest Land.** The proposed project does not involve any components or approvals that would result in indirect conversion of farmland or forest land.

**Scope of the CEQA Document:**

An EIR will be prepared and include a discussion of farmland and forest land setting, and any project-related and cumulative impacts.

## **AIR QUALITY**

**Existing Environmental Setting:**

The project site is located in Santa Barbara County within the South Central Coast Air Basin (SCCAB) which encompasses three counties: San Luis Obispo, Santa Barbara and Ventura. The Santa Barbara County portion of the SCCAB periodically fails to meet air quality standards and is a designated “non-attainment” area for the State eight-hour ozone standard and State particulate matter (PM<sub>10</sub>) standard. The Santa Barbara County Air Pollution Control District has developed significance thresholds for CEQA analysis.

**Project Specific Impacts:**

**Santa Barbara County Clean Air Plan.** The proposed project would not result in population growth or otherwise conflict with the County’s Clean Air Plan.

**Ambient Air Quality Standards.** The replacement bridge would not result in any increase in pollutant emissions that could cause or contribute to a violation of an air quality standard. However, construction equipment would be operated near residences, and their exhaust emissions could cause or contribute to a violation of the State one-hour NO<sub>2</sub> standard.

**Net Increase in Criteria Pollutants.** Construction equipment would emit ozone precursors (hydrocarbons and NO<sub>x</sub>), and could result in a cumulatively considerable net increase in these emissions.

**Expose Sensitive Receptors.** Construction equipment would be operated near residences, and engine exhaust could result in substantial pollutant concentrations.

**Objectionable Odors.** Diesel exhaust odors from construction equipment could be considered objectionable and affect a substantial number of people.

**Scope of the CEQA Document:**

An EIR will be prepared and focus on project-related and cumulative air quality impacts associated with construction activities.

## BIOLOGICAL RESOURCES

### Existing Environmental Setting:

The project site is located along Carpinteria Creek in southern Santa Barbara County. The Carpinteria Creek watershed is approximately 15 square miles, and extends from sea level to approximately 4,690 feet elevation. The vegetation of the creek near the bridge site can be divided into four plant communities: arroyo willow riparian forest, freshwater marsh, California sagebrush scrub and saltgrass flats. The reach of Carpinteria Creek downstream of U.S. 101 has been designated as an Environmentally Sensitive Habitat Area (ESHA) under the California Coastal Act. Policies OSC-1a through OSC-1e of the City's General Plan/Local Coastal Land Use Plan include protection and restoration of ESHAs. Policies OSC-6a through OSC-6f of the City's General Plan/Local Coastal Land Use Plan also foster protection and restoration of creekways and riparian habitats, including Carpinteria Creek.

The Carpinteria Creek watershed is known to support nine species of fish, seven species of amphibians, 14 species of reptiles, over 103 species of birds and 32 species of mammals. Special-status species likely to occur in the vicinity of the bridge site include Monarch butterfly, southern steelhead, tidewater goby, western pond turtle, two-striped garter snake, Cooper's hawk, sharp-shinned hawk, yellow warbler, yellow-breasted chat and ringtail.

### Project Specific Impacts:

**Special-Status Species.** Bridge replacement would require vegetation removal that may provide suitable habitat for special-status species listed above. Stream diversion would be required during the construction period, which may adversely affect fish and amphibian species. In addition, direct mortality of special-status species and migratory birds may occur during initial clearing and grubbing. Therefore, potentially significant impacts to special-status species are likely to occur.

**Sensitive Natural Communities.** Bridge replacement would require permanent removal and temporary disturbance of riparian vegetation designated as ESHA, and potentially significant impacts are likely to occur.

**Federally-Protected Wetlands.** Wetlands as defined in the Clean Water Act likely occur within the bridge replacement construction area and would be adversely impacted. Impacts would be primarily temporary during the construction period; however, bridge piers and/or rock slope protection may permanently displace wetlands.

**Wildlife Migration.** Bridge demolition and construction activities (including temporary stream diversion) may adversely affect steelhead migration through the project site. In addition, proposed bridge piers could adversely impact steelhead migration in the long-term.

**Policy Conflicts.** The project may conflict with creek preservation policies including General Plan/Local Coastal Land Use Plan Policies OSC-1a, OSC-1b, OSC-1d, OSC-1f, OSC-6a, OSC-6b, OSC-6e, OSC-7b, OSC-13d and the objectives of the City's Creeks Preservation Program.

**Habitat Conservation Plan Conflicts.** The project area is not subject to any adopted habitat conservation plan, natural community conservation plan or other habitat conservation plan.

### **Scope of the CEQA Document:**

An EIR will be prepared and focus on project-related and cumulative impacts associated with loss of habitat and mortality of special-status species, loss and disturbance of ESHA and wetlands, steelhead migration and creek preservation policies. In addition, a natural environment study will be prepared as part of Caltrans oversight.

## **CULTURAL RESOURCES**

### **Existing Environmental Setting:**

The existing Carpinteria Avenue bridge (51C-172) was constructed in 1937 and has been determined to not be eligible for listing on the National Register of Historic Places. Based on the City's General Plan/Local Coastal Land Use Plan, the nearest historic landmark is the Portola Sycamore Tree (Landmark no. 5) located 1,500 feet west of the project site.

A former Chumash village named "Mishopshnow" is located in close proximity to the project site and is listed as California State Landmark no. 535. Generally, sources of water such as Carpinteria Creek are attractive to native American populations and artifacts are commonly found near streams. However, the Final EIR prepared for replacement of the U.S. 101 bridges over Carpinteria Creek (Linden Avenue & Casitas Pass Road Interchanges Project) located 600 feet upstream of the project site did not identify any archeological sites that would be affected.

### **Project Specific Impacts:**

**Historic Resources.** No historic resources have been identified in the immediate vicinity of the project site. However, the existing bridge may qualify as a historic resource as defined in Section 15064.5 of the State CEQA Guidelines. Demolition of a historic bridge would be considered a significant impact.

**Archeological Resources.** An archeological survey and record search has not been conducted for the project, such that the potential for adverse impacts to archeological resources is not fully known. In addition, it is possible that unreported resources may be discovered during excavation associated with project construction.

**Paleontological Resources.** Based on the Geological Map of the Carpinteria Quadrangle, the project site is underlain by alluvial floodplain deposits. Due to the lack of intact geologic formations, paleontological resources are not anticipated to be present. In addition, the Paleontology Identification Report prepared for replacement of the U.S. 101 bridges over Carpinteria Creek (Linden Avenue & Casitas Pass Road Interchanges Project) located 600 feet upstream of the project site indicated there is a low potential for encountering sensitive paleontological resources.

**Human Remains.** Due to the proximity of the Chumash village site, there is a potential for discovery of prehistoric human remains during project construction.

### **Scope of the CEQA Document:**

An EIR will be prepared and focus on project-related and cumulative impacts associated with disturbance of archeological sites and prehistoric human remains. The existing bridge will be assessed to determine if it qualifies as a historic resource, and mitigation measures provided as appropriate. In addition, an archeological survey report and historic property survey report will be prepared as part of Caltrans oversight.

## **GEOLOGY AND SOILS**

### **Existing Environmental Setting:**

The project site is not located within an Alquist-Priolo Earthquake Fault hazard area. The Arroyo Parida Fault is located approximately 2.2 miles north of the project site and has the potential to adversely affect the project site. Soils of the project site have been mapped as Metz sandy loam and Goleta fine sandy loam (0 to 2 percent slopes) by the Soil Survey of Santa Barbara County, California South Coastal Part. Soil borings have been completed at the project site, and a site-specific soils engineering report is in preparation.

### **Project Specific Impacts:**

**Fault Rupture.** The proposed project does not include any habitable structures and would not increase the number of persons potentially affected by fault rupture.

**Other Seismic Hazards.** The proposed replacement bridge would be exposed to seismic ground shaking and seismic-related ground failures (settlement, liquefaction) and users of the bridge could be adversely affected. However, the bridge deck and abutment foundations would be designed to withstand these forces, based on the findings of the soils engineering report.

**Soil Erosion.** Substantial soil erosion could occur during the construction period, caused by storm run-off from the site and storm flows in Carpinteria Creek.

**Geologic Hazards.** The project site is not located on an unstable geologic formation, and is not anticipated to become unstable as a result of the project.

**Expansive Soils.** Project soils (Metz sandy loam and Goleta fine sandy loam) are considered to have a low shrink-swell potential (not expansive) by the Soil Survey of Santa Barbara County, California South Coastal Part and could not create substantial risks to life or property.

**Septic Suitability.** The project would not generate domestic wastewater. In any case, sewers are available for the disposal of wastewater. Septic tanks are not proposed.

### **Scope of the CEQA Document:**

An EIR will be prepared and focus on project-related and cumulative impacts associated with seismic hazards and soil erosion.

## GREENHOUSE GAS EMISSIONS

### Existing Environmental Setting:

In efforts to reduce and mitigate climate change impacts, state and local governments are implementing policies and initiatives aimed at reducing greenhouse gas (GHG) emissions. California, one of the largest state contributors to the national GHG emission inventory, has adopted significant reduction targets and strategies. The primary legislation affecting GHG emissions in California is the California Global Warming Solutions Act (Assembly Bill [AB] 32). AB 32 focuses on reducing GHG emissions in California and encourages the preparation of local climate action strategies. Santa Barbara County completed the first phase (Climate Action Study) of its climate action strategy in September 2011. The Climate Action Study provides a County-wide GHG inventory and an evaluation of potential emission reduction measures. The second phase of the County's climate action strategy is an Energy and Climate Action Plan, which is currently in draft form and undergoing CEQA review. The Energy and Climate Action Plan provides programmatic CEQA mitigation for impacts from GHG emissions from projects in Santa Barbara County. The City of Carpinteria has not developed a climate action strategy or a threshold of significance for GHG emissions.

### Project Specific Impacts:

**GHG Emissions.** Proposed bridge replacement would generate GHG emissions, primarily associated with exhaust of diesel construction equipment. However, these emissions would be temporary and are not anticipated to have a significant effect on the environment.

**GHG Policy Conflicts.** The proposed project would not conflict with the County's climate action strategy, or the State's 2014 Update to the Climate Change Scoping Plan prepared pursuant to AB 32.

### Scope of the CEQA Document

An EIR will be prepared and include an estimate of GHG emissions associated with the project as required by Section 15064.4 of the State CEQA Guidelines.

## HAZARDS AND HAZARDOUS MATERIALS

### Existing Environmental Setting:

The project area supports residential and commercial land uses. No croplands or industrial land uses that may utilize hazardous materials or generate hazardous waste are located in the immediate area. Based on review of the GeoTracker (State Water Resources Control Board) and ENVIROSTOR (California Department of Toxic Substances Control) data bases, three sites were identified in proximity to the project site; Casitas Plaza dry cleaners (perchloroethylene soil contamination, clean-up completed, closed 2002), ARCO service station (gasoline soil and groundwater contamination, clean-up completed, closed 2012) and Exxon/Hondo service station (gasoline groundwater contamination, clean-up completed, eligible for closure in 2014). Carpinteria Avenue was historically designated a State highway and historic deposition of vehicle exhaust particulates containing lead has occurred along the roadway shoulder. Although unlikely, it is possible lead contaminated soils exceeding action levels may be encountered during project construction.

**Project Specific Impacts:**

**Hazardous Materials Transport, Use or Disposal.** Excluding construction-related vehicle fuels, the proposed project would not involve the transport, use or disposal of hazardous materials. Vehicle fuels would be transported and dispensed using State-approved equipment and procedures, such that a significant hazard associated with exposure to the public or the environment is not anticipated.

**Upset Release of Hazardous Materials.** Soils contaminated by aerially deposited lead associated with historic use of Carpinteria Avenue may be encountered during bridge construction and create a hazard to the public or the environment.

**Hazardous Emissions near Schools.** The project site is located within one-quarter mile of the Carpinteria Middle School; however, the project would not involve hazardous emissions or handling acutely hazardous materials or waste.

**Listed Hazardous Materials Sites.** The project site is not included on the list of hazardous materials sites compiled pursuant to Government Code §65962.5.

**Emergency Response.** The City has developed an Emergency Operations Plan to assess and respond to natural disasters, technological incidents and national security emergencies. Closure of Carpinteria Avenue during bridge replacement may impair implementation of this Plan. However, the project includes staged construction to keep at least one traffic lane open on Carpinteria Avenue across Carpinteria Creek. Construction would also be coordinated to maintain vehicular access to and from the Concha Loma neighborhood. Therefore, impacts to emergency response are considered less than significant.

**Wildland Fire Hazards.** The project site is located in a suburban area, with the nearest wildlands located approximately two miles to the north. Riparian vegetation along Carpinteria Creek is not highly flammable due to nearly perennial surface flow, which maintains a high moisture content in the foliage. The proposed project would not increase the number of persons exposed to wildland fires, and the replacement bridge would not be susceptible to significant risk of loss from fire.

**Scope of the CEQA Document:**

An EIR will be prepared and focus on project-related and cumulative impacts associated with hazardous waste and hazardous materials (including aerially deposited lead contamination). In addition, an initial site assessment will be prepared as part of Caltrans oversight.



## HYDROLOGY AND WATER QUALITY

### Existing Environmental Setting:

The Carpinteria Creek watershed is approximately 15 square miles, and extends from sea level to approximately 4,690 feet elevation. Headwater tributaries drain steep hillsides and canyons of the Santa Ynez Mountains. In the foothills and coastal plain, Carpinteria Creek passes through agricultural and suburban areas. U.S. Geologic Survey gaging station (No. 11119500) is located on Carpinteria Creek approximately 500 feet upstream of the State Route 192 crossing. The most recent extreme storm flow recorded at this station was 4,500 cubic feet per second on January 10, 2005. Data from this stream gage indicates surface flow is typically absent from June through September, but flow is perennial in high rainfall years (1973, 1983, 1993, 1995, 1998 and 2005). The lower half-mile of the Creek typically supports year-round surface water, due to tidal influence, urban and agricultural irrigation run-off and discharge from shallow unconfined aquifers.

The project site lies within the Carpinteria Valley sub-area of the South Coast Hydrologic Area, which includes the City of Carpinteria and the coastal plain from Toro Canyon on the west to Rincon Creek on the east. The Carpinteria Valley is served by the Carpinteria Valley Water District (CVWD), which develops water supplies from Cachuma Lake, State Water Project, and the Carpinteria Groundwater Basin. Not all users take delivery from CVWD, as a significant number of agricultural users rely on their own wells.

### Project Specific Impacts:

**Water Quality Standards and Waste Discharge Requirements.** Surface water quality standards could be violated as result of storm water run-off from the project site during the construction period, and construction-related disturbance of the streambed.

**Groundwater Supplies or Recharge.** The project would not generate a long-term demand for potable water. Water would be used during the construction period to facilitate soil compaction, dust control and possibly for short-term irrigation of mitigation plantings. This water would be provided by local fire hydrants supplied by the CVWD. CVWD's 2010 Urban Water Management Plan indicates that surplus water would be available even during a multiple dry year period. Therefore, the project would not deplete groundwater supplies. The proposed project would not affect groundwater recharge in Carpinteria Creek or adversely affect groundwater production wells.

**Erosion and Siltation.** The low flow channel of Carpinteria Creek may be temporarily altered during the construction period. In addition, bridge support structures in the streambed and rock slope protection may permanently alter the local flow pattern. These changes may result in erosion and siltation within Carpinteria Creek.

**Flooding Caused by Increased Storm Run-off.** The project would include a wider bridge deck and approaches, which would increase the area of impervious surfaces and may increase storm run-off. However, the project-related increase in run-off and flood water elevations would be negligible because the affected watershed area would be very small.

**Storm Drain Capacity and Storm Water Pollution.** The project-related increase in run-off is unlikely to affect the capacity of local storm water drainage systems. Storm run-off from the project site during the construction period may be contaminated by fuels, lubricants, coolant and construction materials and considered a potential source of polluted run-off.

**Housing within 100-year Flood Hazard Area.** The project does not include any housing.

**Impede or Redirect Flood Flows.** One of the primary objectives of the project is to improve flood water conveyance; therefore, the bridge would be designed to reduce the 100-year floodplain area and avoid impeding or redirecting flood flows.

**Expose People or Structures to Flood Hazards.** The proposed replacement bridge would be resistant to flood damage, and the project would not expose people or structures to flood hazards. The Carpinteria Creek watershed does not include any levees or dams that could fail and cause flooding. Overall, the proposed project would not increase the potential for flood damage.

**Seiche, Tsunami and Mudflows.** There are no waterbodies in close proximity that may generate a seiche during a seismic event. The project site is not located within a designated tsunami inundation area. Due to the lack of steep slopes in the immediate project area, mudflows are not anticipated.

**Facilitate Disease Vectors and Pesticide Use.** The proposed project would not increase the standing water in Carpinteria Creek or otherwise create habitat for mosquitos or other vectors.

**Scope of the CEQA Document:**

An EIR will be prepared and focus on project-related and cumulative impacts associated with surface water quality, storm run-off and streambed erosion and siltation.

**LAND USE AND PLANNING**

**Existing Environmental Setting:**

The project site is located (in part) within the riparian corridor (designated ESHA) of Carpinteria Creek with a General Plan/Coastal Plan land use designation of Open Space/Recreation (creek corridor), Medium Density Residential (south of bridge), and General Commercial (north of bridge). A commercial center is located to the northwest, with a Motel 6 located to the northeast of the bridge. A residential area along Concha Loma Drive is located to the south.

**Project Specific Impacts:**

**Divide an Established Community.** The proposed project would merely replace an existing bridge in kind, and would not physically divide any community. Vehicular and pedestrian access would be provided over Carpinteria Creek during the entire construction period.

**Land Use Policy Conflicts.** The proposed project may conflict with open space, recreation and conservation policies of the City's General Plan/Local Coastal Land Use Plan with regard to ESHAs and other natural resources.

**Habitat Conservation Plan Conflicts.** The project area is not subject to any adopted habitat conservation plan, natural community conservation plan or other habitat conservation plan.

**Scope of the CEQA Document:**

An EIR will be prepared and include a policy consistency analysis, and mitigation measures developed as appropriate.

## MINERAL RESOURCES

### Existing Environmental Setting:

Petroleum (oil) is the only mineral resource in the project area. The Casitas Pier and associated oil storage, processing and support facilities have been designated as mineral extraction facilities in the City's General Plan/Local Coastal Land Use Plan.

### Project Specific Impacts:

**Availability of Known Mineral Resources.** The proposed project would not affect oil exploration or production activities, or otherwise reduce the availability of petroleum resources.

**Known Mineral Resource Recovery Sites.** The proposed project would not affect mineral resource recovery at the Casitas Pier and associated oil storage, processing and support facilities.

### Scope of the CEQA Document:

An EIR will be prepared and include a discussion of mineral resource impacts.

## NOISE

### Existing Environmental Setting:

The only sensitive receptor in the immediate project area is the Carpinteria Middle School, located approximately 500 feet west of the project site. In addition, residences are located along Concha Loma Drive to the south, and along Eighth Street southwest of the project site.

### Project Specific Impacts:

**Noise Standards.** Project-related bridge demolition and construction activities (possibly including pile driving) may generate noise levels at residences that exceed the City's 75 dBA CNEL temporary construction noise threshold. In addition, project construction noise levels may adversely impact the Carpinteria Middle School.

**Groundborne Noise and Vibration.** Project-related bridge demolition and construction activities may generate excessive groundborne noise and vibration levels at nearby residences and commercial structures.

**Substantial Permanent Increase in Noise Levels.** The proposed project would not result in any long-term noise increase, as noise associated with bridge operation would be the same as existing.

**Substantial Temporary Increase in Noise Levels.** Construction activities would result in temporary increases in ambient noise levels (see above).

### Scope of the CEQA Document:

An EIR will be prepared and focus on project-related and cumulative impacts associated with construction noise and vibration.

## POPULATION AND HOUSING

### Existing Environmental Setting:

Based on the 2010 Census, the population of the City of Carpinteria was 13,044 in 2010, and estimated as 13,532 in 2013. The number of housing units was 5,429 in 2010.

### Project Specific Impacts:

**Substantial Population Growth.** The proposed project would not provide new residential, commercial or industrial land uses that could induce population growth. The proposed bridge would be a direct replacement, with no extension of infrastructure.

**Displace Housing.** The proposed project would require right-of-way take, but would not displace any housing.

**Displace Persons.** The proposed project would not displace any persons.

### Scope of the CEQA Document:

An EIR will be prepared and include a discussion of population and housing impacts.

## PUBLIC SERVICES

### Project Specific Impacts:

The proposed replacement bridge would not generate any demand for public services; existing services are adequate to serve the proposed project.

### Scope of the CEQA Document:

An EIR will be prepared and include a discussion of public services impacts.

## RECREATION

### Existing Environmental Setting:

Recreational facilities in the immediate project area include Carpinteria State Beach to the west, Carpinteria Creek Park to the north and Tar Pits Park to the south. In addition, the Carpinteria Creek bike path terminates at the north side of the existing bridge.

### Project Specific Impacts:

**Increased Use of Existing Facilities.** The proposed project would not increase demand for or use of existing parks and other recreational facilities.

**New Facilities.** The proposed project may include a bike path connection to the south side of Carpinteria Avenue at the bridge site. Impacts of this project component will be included in the EIR impact analysis.

### Scope of the CEQA Document:

An EIR will be prepared and include a discussion of recreation impacts.

## TRANSPORTATION AND TRAFFIC

### Existing Environmental Setting:

Carpinteria Avenue is the primary east-west arterial roadway in the City and extends the entire length of the City along U.S. Highway 101. The nearest freeway interchange is located at Casitas Pass Road, approximately 1,100 feet north of the project site. The northbound U.S. Highway 101 off-ramp at this interchange is congested during a.m. peak hour (level of service E). The existing Carpinteria Creek bike path provides a pedestrian/bicyclist “shortcut” under U.S. Highway 101 and connects residential areas off Via Real north of the freeway to the City’s commercial core.

### Project Specific Impacts:

**Circulation Policy Conflicts.** The proposed project is consistent with the Circulation Element policies of the City’s General Plan/Local Coastal Land Use Plan.

**Congestion Management Plan.** The proposed project is consistent with the 2009 Congestion Management Plan developed by the Santa Barbara County Association of Governments in that it does not affect the design or performance of existing and planned roadways.

**Air Traffic.** The proposed project would not cause an increase in air traffic or change in flight paths. Therefore, no increase in safety risk would occur.

**Traffic Hazards.** The proposed replacement bridge would be designed to State and local standards to avoid features that may pose traffic hazards.

**Emergency Access.** Although Carpinteria Avenue would remain open during the bridge construction period, it is possible that congestion could occur that may hamper emergency access. A construction traffic plan may be required to facilitate emergency access during the construction period.

**Alternative Transportation Policy Conflicts.** The proposed project is consistent with the City’s Bicycle Master Plan, and the Circulation Element policies of the City’s General Plan/Local Coastal Plan regarding public transit, bicycle and pedestrian facilities. However, the performance and safety of the Carpinteria Creek bike path may be adversely affected during the demolition and construction of the replacement bridge.

### Scope of the CEQA Document:

An EIR will be prepared and focus on project-related and cumulative impacts associated with construction traffic. In addition, temporary construction-related impacts to the Carpinteria Creek bike path will be addressed.

## UTILITIES AND SERVICE SYSTEMS

### Project Specific Impacts:

**Wastewater Treatment Requirements.** The proposed project would not generate wastewater requiring treatment.

**New Water or Wastewater Treatment Facilities.** As the project would not require a long-term potable water source or generate wastewater, construction of treatment facilities would not be required.

**New Storm Drainage Facilities.** Due to the minimal project-related increase in storm run-off, no new storm drain facilities would be required.

**New Water Supplies.** No long-term source of water is needed for the project. Adequate supplies are available to meet the needs of the project during construction.

**Solid Waste Disposal.** Demolition of the existing bridge would generate large amounts of materials, primarily concrete which would be recycled at the MarBorg Industries facility in Santa Barbara or the Vulcan facility in Ventura. Materials that cannot be recycled would be disposed at the Tajiguas Landfill, which has adequate capacity to serve the south coast of Santa Barbara County until at least 2026.

**Solid Waste Regulations.** The proposed project would comply with local, State and Federal regulations concerning solid waste, including recycling construction materials resulting from bridge demolition to the extent feasible.

**Storm Drainage Facilities that May Increase Pesticide use to Control Disease Vectors.** The project would not require or result in the construction of new storm drainage facilities, as existing facilities are adequate to serve the replacement bridge.

**Scope of the CEQA Document:**

An EIR will be prepared and include a discussion of utilities impacts.

**PROJECT ALTERNATIVES**

In addition to the proposed project and the no project alternative, two other basic bridge designs will be assessed in the EIR (Clear Span and Two-Span). In addition, four bridge width options will be considered, each of them being compatible with any of the bridge designs. The Clear Span design would utilize pile foundations at the abutments, with no intermediate supports in the streambed. The bridge deck would be approximately eight feet higher than existing, and requires Arbol Verde Street to be closed permanently. The Two-Span design would utilize pile foundations at the abutments and at the intermediate pier support, with one bridge support structure located within the low flow channel of the creek. The bridge deck would be approximately four feet higher than existing, but would not require closing the intersection at Carpinteria Avenue and Arbol Verde Street. Additional information concerning the project alternatives is attached.

**Scope of the CEQA Document:**

An EIR will be prepared and include an analysis of the impacts of the alternatives as required by Section 15126.6 of the State CEQA Guidelines, to allow an environmentally superior alternative to be identified.