Coastal Connections Conceptual Planning Study

APPENDIX E

SANTA CLAUS LANE AT-GRADE CROSSING APPROVAL MATERIALS

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

FILED
12-21-16
04:59 PM

Application of Santa Barbara County for authority to construct a pedestrian at-grade rail crossing, Santa Claus Lane, at Mile Post 375.96, Union Pacific Railroad Santa Barbara Subdivision, proposed CPUC Number, 001E-375.96-D; USDOT 450433W.	A1612014 Application No. _____

APPLICATION

Santa Barbara County (Agency) respectfully requests authority from the California Public Utilities Commission (CPUC) to construct a pedestrian at-grade rail crossing (Project) identified as Santa Claus Lane to access the beach at Santa Claus Lane. The Project is located within the unincorporated community of Toro Canyon in the County of Santa Barbara. The proposed pedestrian at-grade crossing crosses the Union Pacific Railroad (UPRR) Santa Barbara Subdivision main line.

In support of its application, the Agency asserts that:

1. Agency is a municipal corporation in the State of California.

2. The Agency's principal place of business is located at 123 East Anapamu Street, Santa Barbara, California, 93101.

3. All correspondence, communication notices, orders, and other papers relative to this application should be addressed to:

    Santa Barbara County Planning and Development Department
    123 East Anapamu Street
    Santa Barbara, CA 93101
    Attention: Ryan Cooksey

    or via e-mail to: rcooksey@countyofsb.org

    or via telephone at: 805-884-6836

4. UPRR is the railroad property owner at the subject crossing.

5. UPRR is a common carrier Class I railroad that operates freight trains over the Santa Barbara Subdivision and as such is considered a project stakeholder for document service purposes.

6. The National Railroad Passenger Corporation (Amtrak) is incorporated under the District of Columbia Business Corporation Act (D.C. Code section 29-301 et seq.). In accordance with the provisions of the Rail Passenger Service Act of 1970 (P.L. 91-518), Amtrak operates intercity passenger trains in the United States, including Pacific Surfliner and Coast Starlight trains that operate on

the UPRR Santa Barbara Subdivision. Amtrak is considered a project stakeholder for document service purposes.

7. The Project description is as follows: Agency proposes to construct a new pedestrian at-grade rail crossing. The proposed pedestrian at-grade crossing will be located across the UPRR Santa Barbara Subdivision main line track. The pedestrian at-grade crossing will connect the northwesterly end of the Santa Claus Lane parking area to the northwesterly end of the beach. The proposed crossing location is at Milepost 375.96. The proposed CPUC Number of the crossing is 001E-375.96-D; the proposed USDOT Number is 450433W.

8. The proposed pedestrian crossing will conform to UPRR and CPUC standards for horizontal clearances. The crossing surface will consist of precast concrete crossing panels abutting a paved concrete or asphalt walking surface. Said walking surface will be equipped with yellow tactile strips on each side of the track to channelize and provide warning for pedestrian movements across the track. The crossing will be equipped with two CPUC Commission Standard No. 9 flashing light signals with automatic gates. Push-to-open swing gates will adjoin the location of the gate

arms to create a point of emergency egress when the automatic gates are in the down position. Fencing will be provided on each side of the proposed crossing to preclude pedestrian circumvention of gates and warning devices. Fencing will be abutted to existing private property fencing at the seaward northern, seaward southern and landward southern terminals to eliminate fencing gaps. Fencing at the landward northern terminal will be terminated approximately 50 feet from the Padaro Lane grade crossing to allow UPRR maintenance force to gain access to maintain the crossing. Fencing located on the seaward side shall be located between the existing track and rip-rap and shall be a minimum of four feet and seven inches high and constructed with posts and cables. Fencing located on the landward side shall be a minimum of four feet high and constructed of high strength weathered steel (Corten) with sliding gates at the entrance of the crossing. Said sliding gates will be equipped with lock and will be locked by UPRR or its representatives in the event of high surf to prevent pedestrians from entering the crossing that is flooded. The sliding gates will be reopened by UPRR or its representatives once determined the crossing is safe to cross. The Agency proposes to

construct and maintain an approximately 1,370-foot long high-strength weathered steel (Corten) fence on the landward side of the UPRR tracks; this fence will extend approximately 790 feet north and 580 feet south of the proposed crossing. The agency also proposes to construct and maintain an approximately 1,935-foot long post and cable fence on the seaward side of the UPRR tracks; this fence will extend approximately 595 feet north and 1,340 feet south of the proposed crossing. The landward and seaward fencing will prevent future use of approximately 15 existing informal crossings of the UPRR tracks. Hand rails of 36 inches high will be provided along pedestrian walkways on the approach to the crossing gates to direct and channelize pedestrian movements. Standard signage will be provided as either affixed to fencing or post-mounted. Signage shall direct the public by verbiage, symbol and/or sign to use the authorized crossing with the following messages: MUTCD R15-8, 'Look' signs, "No Trespassing" signs and other standard signage. The nearest public crossings are located as follows. An at-grade public crossing is located northerly of the proposed crossing at Padaro Lane (CPUC crossing #001E-375.80, US DOT No. 745628C). Southerly of the proposed crossing is Sand

Point Drive (CPUC crossing #001E-376.34-X, US DOT No. 745629J) which is an at-grade private crossing.

9. As part of the Agency's support of the Commission's policy to reduce the number of at-grade crossings on freight or passenger railroad lines in California, the at-grade crossing identified as CPUC crossing #001EH-5.49-X, USDOT No. 745413D located on the UPRR's Lompoc Branch has been closed.

10. UPRR and the Agency will enter into a Construction and Maintenance Agreement whereby (1) UPRR will construct and maintain the crossing warning devices and crossing concrete panel surface at the Agency's expense, and (2) Agency will construct and maintain all other crossing components including but not limited to handrails, bollards, swing gates, detectable warning surfaces, entrance walkways, platforms leading to the beach and landing pads.

11. The proposed pedestrian at-grade crossing alignment will be contained within the existing UPRR right-of-way.

12. A separation of grades is not practicable due to the existing track geometry, soil and topography conditions, potential coastal and wave run-up that would inundate an underpass, shallow

groundwater, and State and County permit regulations. The existing ground elevation is at or below sea level, which makes separation infeasible. A report titled "Santa Claus Lane Pedestrian Rail Crossing Railroad Grade Separation Study" (March 2013) and a follow-up "Santa Claus Lane Pedestrian Rail Crossing Railroad Grade Separation Study Addendum" (May 2014) analyzed the practicability of providing a grade separated crossing at this location. These studies attached hereto as Exhibit "H" and "H-1", find that a grade separation is not practicable.

13. The authorization to construct the Project is requested pursuant to Sections 1201 through 1205 of the Public Utilities Code and is made in accordance with Rule 3.7, of the CPUC Rules of Practice and Procedure.

14. The proposed crossing number, stated herein as required by CPUC Rule of Practice and Procedure 3.7, is CPUC Crossing Number 001E-375.96-D.

15. The public need for the Project, stated herein as a requirement of CPUC Rules of Practice and Procedure 3.7(c), is to designate an authorized point of access for the general public to access the beach by providing a railroad at-grade crossing equipped with CPUC-

standard safety features. The intent is to replace the currently over 15 unsafe, unauthorized at-grade crossings in the area.

16. The following exhibits are transmitted as required by the referenced portions of CPUC Rules of Practice and Procedures 3.7:

- One copy of Exhibit "A", a Location Description using a coordinate system that has an accuracy comparable to a legal description for the crossing located at railroad milepost 375.96, in conformance with the requirements of CPUC Rule of Practice and Procedure 3.7(a).
- One copy of Exhibit "B", an Area Map showing accurate locations of all streets, roads, property lines, tracks, buildings, structures or other obstructions to view in each direction from the proposed crossing, in conformance with the requirements of CPUC Rule of Practice and Procedure 3.7(f).
- One copy of Exhibit "C", a Vicinity Map showing the location of the Project in relation to the existing roads and streets in general vicinity, in conformance with CPUC Rule of Practice and Procedure 3.7 (e).

- One copy of Exhibit "D-1", showing the proposed railroad improvement plan, in conformance with CPUC Rules of Practice and Procedure 3.7(d).
- One copy of Exhibit "D-2", showing the proposed pedestrian at-grade crossing profile, in conformance with CPUC Rule of Practice and Procedure 3.7(f).
- One copy of Exhibit "D-3", showing the details of the proposed pedestrian at-grade crossing, in conformance with CPUC Rule of Practice and Procedure 3.7(f).
- One copy of Exhibit "E", showing existing top-of-rail track profile at each direction of the proposed pedestrian at-grade crossing, in conformance with CPUC Rule of Practice and Procedure 3.7(f).
- One copy of Exhibit "F", showing proposed sign placement in relation to the crossing location.
- One copy of Exhibit "G", Santa Barbara County's Mitigated Negative Declaration (Case No. 14NGD-00000-00015) under California Environmental Quality Act Sections 15070-15075.

- One copy of Exhibit "H", "Santa Claus Lane Pedestrian Rail Crossing Railroad Grade Separation Study" prepared by Santa Barbara County dated March 2013.
- One copy of Exhibit "H-1", "Santa Claus Lane Pedestrian Rail Crossing Railroad Grade Separation Study Addendum" prepared by Santa Barbara County dated May 2014.
- One copy of Exhibit "I", showing the location and linear dimensions of the proposed fencing to be located on each side of the track to prevent future use of the existing 15 informal crossings.
- One copy of Exhibit "J", showing high strength weathered steel fencing (Corten) details including typical fence segment.
- One copy of Exhibit "K", showing post and cable fencing details including typical fence segment.

17. Agency asserts that construction costs for the Project will not be subject to apportionment between Agency and UPRR but will be funded entirely by funding sources arranged for by the Agency.

18. Agency reserves the right to participate in the Commission's annual maintenance apportionment program per Public Utilities Code Section 1202.2.

19. WHEREFORE, the Agency, Santa Barbara County, respectfully requests that the Commission issue an order pursuant to the provisions of Sections 1201-1205, inclusive, of the California Public Utilities Code and Commission Rule of Practice and Procedure Rule 3.7 authorizing the construction of a new pedestrian at-grade rail crossing on the UPRR Santa Barbara Subdivision located in an unincorporated area of the County of Santa Barbara known as Toro Canyon designated as CPUC No. 1E-375.96-D and U.S.D.O.T. 450433W.

Dated at Santa Barbara, California, this 7th of December, 2016.

Santa Barbara County

By: _____

Glenn S. Russell, Ph. D., Director

Santa Barbara County Planning and

Development Department

FILED
12-21-16
04:59 PM

VERIFICATION

A1612014

I, Glenn S. Russell, Ph.D., am the Director for Santa Barbara County Planning and Development Department. I have read the County's Application for Authority to Construct a pedestrian at-grade rail crossing at Santa Claus Lane on the UPRR Santa Barbara Subdivision and know the contents thereof, and the same is true of my own knowledge, except as to matters which are therein stated on information or belief, and as to those matters I believe them to be true. I declare under penalty of perjury that the foregoing is true and correct.

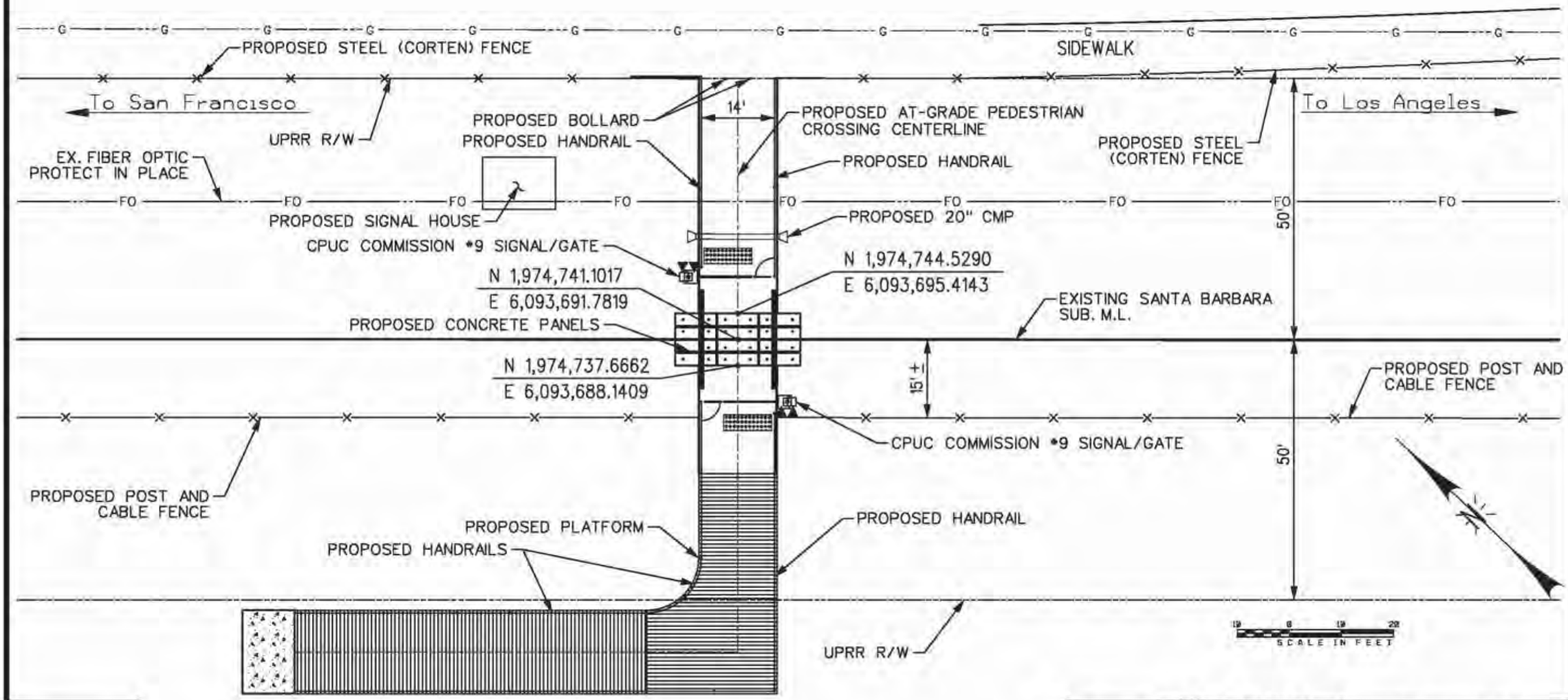
Executed on December 7, 2016, in Santa Barbara, California

By: _____

Glenn S. Russell, Ph.D.

Director
Santa Barbara County Planning and Development Department
123 E. Anapamu Street
Santa Barbara, CA 93101
Telephone: (805) 568-2085

SANTA CLAUS LN.



HDR Engineering, Inc.
3230 El Camino Real Suite 200
Irvine, California 92602

SANTA BARBARA COUNTY PLANNING AND DEVELOPMENT

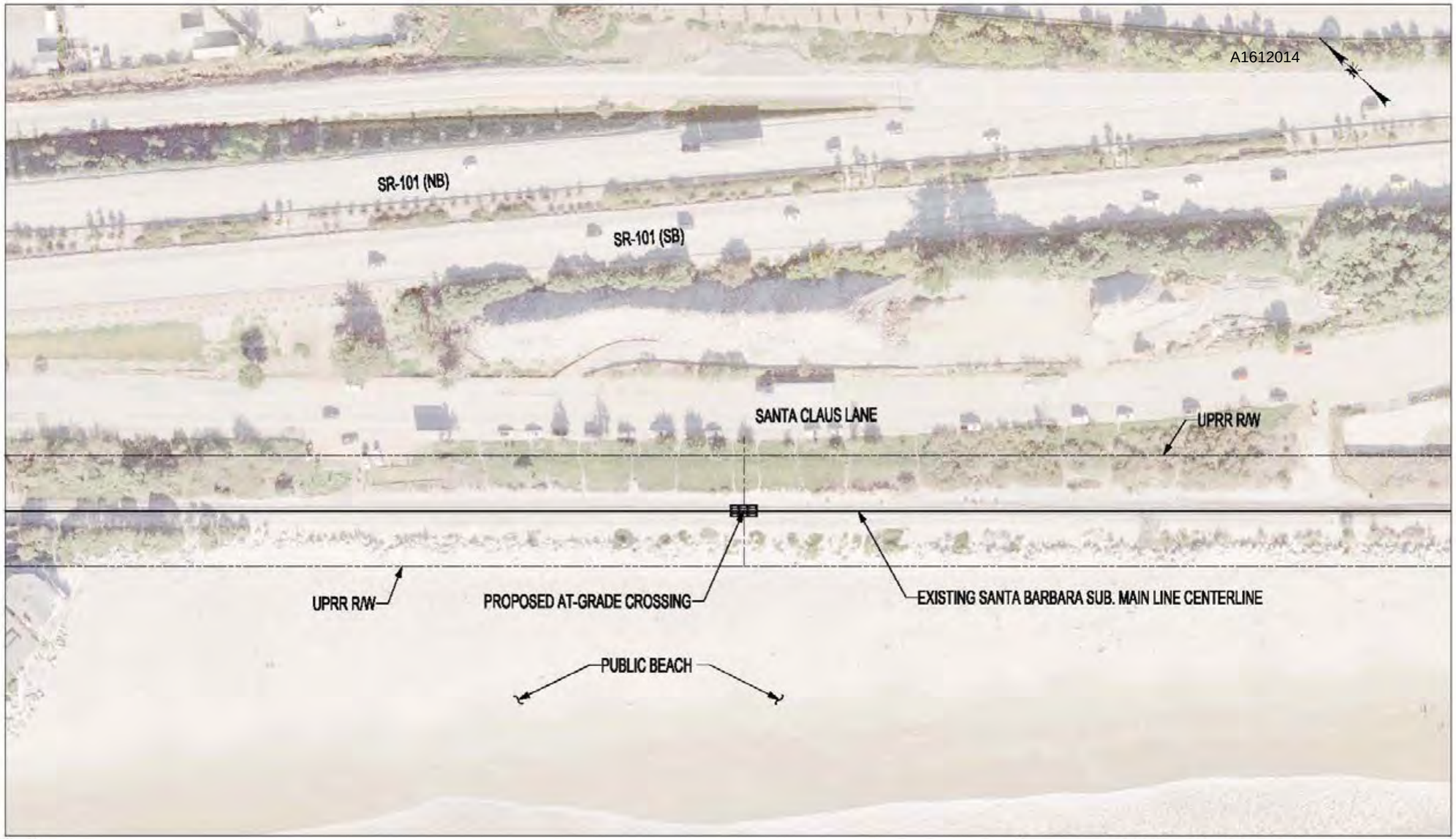
NOTE: LOCATIONS SHOWN (NORTHINGS AND EASTINGS) ARE REFERENCED TO THE CALIFORNIA STATE PLANE SYSTEM. ZONE V

DRAWN BY: F. RYAN
CHECKED BY: F. CHEUNG
DATE: 11-21-16

UNION PACIFIC RAILROAD
Office of Assistant Vice President Engineering Design/Construction

LOCATION & DESCRIPTION: SANTA CLAUS LANE
PROPOSED PEDESTRIAN AT-GRADE CROSSING
M.P. 375.96 SANTA BARBARA SUBDIVISION

SHEET TITLE: EXHIBIT A - LOCATION DESCRIPTION



HDR Engineering, Inc.
3230 El Camino Real Suite 200
Irvine, California 92602

SANTA BARBARA COUNTY
PLANNING AND DEVELOPMENT

DRAWN BY: F. RYAN
CHECKED BY: F. CHEUNG
DATE: 11-21-16

UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design/Construction

LOCATION & DESCRIPTION: SANTA CLAUS LANE
PROPOSED PEDESTRIAN AT-GRADE CROSSING
M.P. 375.96 SANTA BARBARA SUBDIVISION

SHEET TITLE: EXHIBIT B - PROJECT AREA MAP

EXHIBIT "C" - VICINITY MAP
CPUC APPLICATION
SANTA CLAUS LANE PEDESTRIAN CROSSING
COUNTY OF SANTA BARBARA, CA

FILED
12-21-16
04:59 PM

A1612014

HDR Engineering, Inc.
April 2013

SANTA CLAUS LN.

INSTALL SLIDING GATE WITH LOCK

PROPOSED STEEL (CORTEN) FENCE

PROPOSED STEEL (CORTEN) FENCE

To San Francisco

To Los Angeles

17.45 FS/GB

5.46%

17.70 FS/GB

PROPOSED 3' HIGH 6" DIAMETER REMOVABLE BOLLARD (TYP)

PROPOSED SIGNAL HOUSE

PROPOSED HANDRAIL

EX. FIBER OPTIC PROTECT IN PLACE

30'

14'

PROPOSED HANDRAIL

PROPOSED 20" CMP

PROPOSED CONCRETE PAVEMENT

PROPOSED DETECTABLE WARNING SURFACE

CPUC COMMISSION #9 SIGNAL/GATE

PROPOSED SWINGING EXIT GATE (3'-7¼" WIDE X 3'-0" HIGH)

25'

15.77 FS

15.77 FS/TR

15'

15.77 FS/GB

10'

EXISTING SANTA BARBARA SUB. M.L.

PROPOSED CONCRETE PANELS

15.77 FS/GB

15.77 FS

10'

12'

UPRR R/W

50'

15' ±

25'

50'

PROPOSED SWINGING EXIT GATE (3'-7¼" WIDE X 3'-0" HIGH)

15'

6'

4'

CPUC COMMISSION #9 SIGNAL/GATE

PROPOSED POST AND CABLE FENCE

PROPOSED DETECTABLE WARNING SURFACE

15.47 FS

15.47 FS

PROPOSED HANDRAIL

PROPOSED PLATFORM

PROPOSED HANDRAIL

27'

PROPOSED POST AND CABLE FENCE

UPRR R/W

10'

PROPOSED CONCRETE LANDING PAD

16'

4.90%

0%

4.90%

14.63 FS

14.63 FS

11.50 FS

35.59'

10'

30.73'

25'

SCALE IN FEET

HDR Engineering, Inc.
3230 El Camino Real Suite 200
Irvine, California 92602

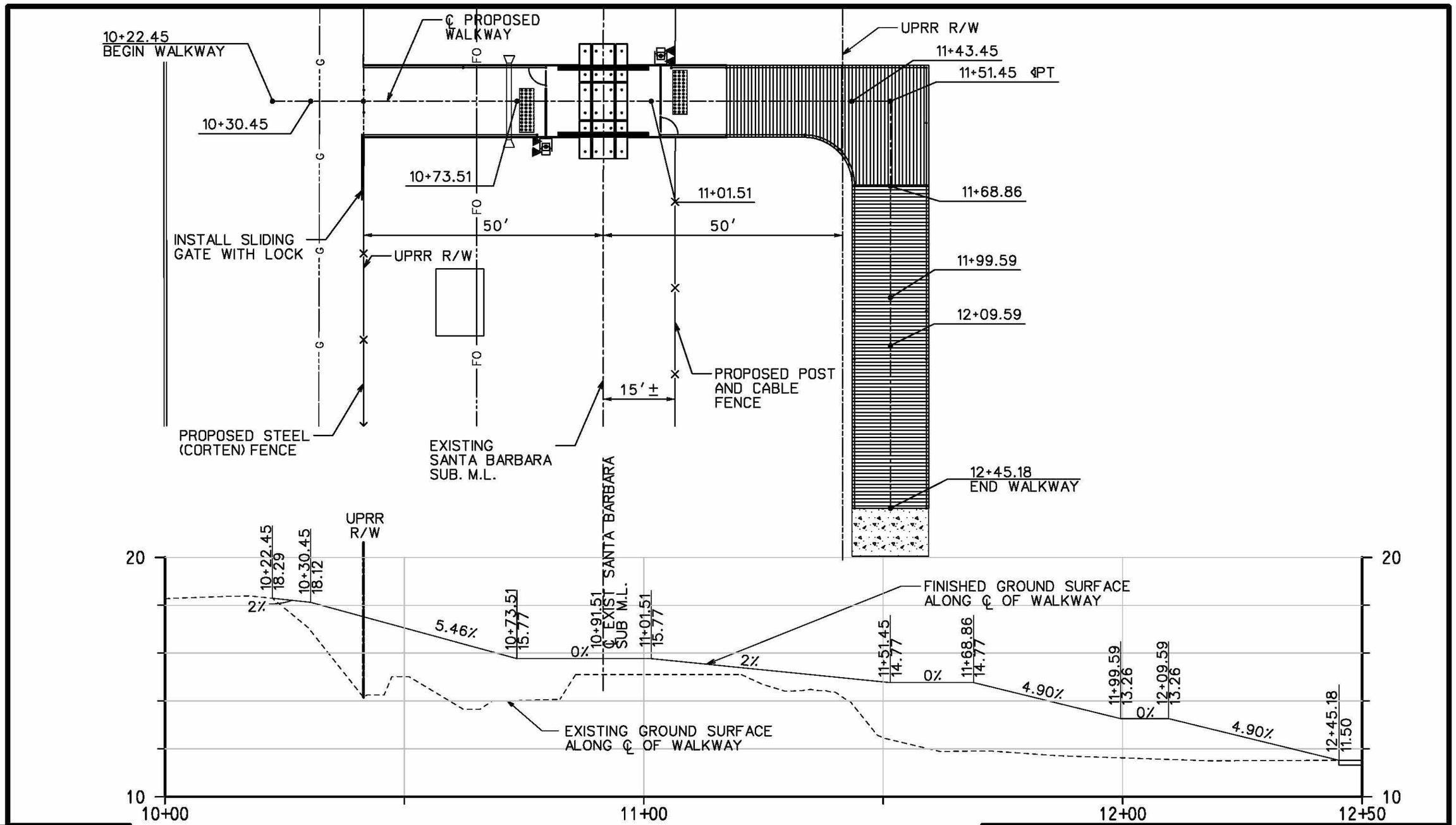
SANTA BARBARA COUNTY PLANNING AND DEVELOPMENT

DRAWN BY: F. RYAN
CHECKED BY: F. CHEUNG
DATE: 11-21-16

UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design/Construction

LOCATION & DESCRIPTION: SANTA CLAUS LANE
PROPOSED PEDESTRIAN AT-GRADE CROSSING
M.P. 375.96 SANTA BARBARA SUBDIVISION

SHEET TITLE: **EXHIBIT D-1 - RAILROAD IMPROVEMENT PLAN**



HDR Engineering, Inc.
3230 El Camino Real Suite 200
Irvine, California 92602

SANTA BARBARA COUNTY
PLANNING AND DEVELOPMENT

20 0 20 40
SCALE IN FEET

UNION PACIFIC

DRAWN BY: F. RYAN
CHECKED BY: F. CHEUNG
DATE: 11-21-16

UNION PACIFIC RAILROAD
Office of Assistant Vice President
Engineering Design/Construction

LOCATION & DESCRIPTION:
SANTA CLAUS LANE
PROPOSED PEDESTRIAN AT-GRADE CROSSING
M.P. 375.96 SANTA BARBARA SUBDIVISION

SHEET TITLE:
EXHIBIT D-2 - CROSSING PROFILE

EXISTING SANTA BARBARA SUB. M.L.

15'±

PROPOSED POST AND CABLE FENCE

PROPOSED STEEL (CORTEN) FENCE

UPRR R/W

CPUC COMMISSION #9 SIGNAL/10'-6" GATE

UPRR R/W

SWING GATE PER SCRRA STANDARD ES4002-01

3'X9' DETECTABLE WARNING STRIP (TYP)

3'X9' DETECTABLE WARNING STRIP (TYP)

12'

12'

PROPOSED HANDRAIL PER SCRRA STANDARD ES4005 (TYP)

PROPOSED 20" CMP

PROPOSED HANDRAIL PER SCRRA STANDARD ES4005 (TYP)

PROPOSED 3' HIGH 6" DIAMETER REMOVABLE BOLLARD (TYP)

14'

15'

15'

2.5' TYP

INSTALL SLIDING GATE WITH LOCK TO MATCH FENCE HEIGHT

PROPOSED WATER RESISTANT TREATED WOODEN PLATFORM (1/2" GAP MAX)

CPUC COMMISSION #9 SIGNAL/10'-6" GATE

PROPOSED HANDRAIL PER SCRRA STANDARD ES4005 (TYP)

12" SOLID WHITE STRIPE (TYP)

PROPOSED CONCRETE CROSSING PANELS

PROPOSED POST AND CABLE FENCE

SWING GATE PER SCRRA STANDARD ES4002-01

C

FO

SCALE IN FEET 10 0 5 10

HDR Engineering, Inc.
3230 El Camino Real Suite 200
Irvine, California 92602

SANTA BARBARA COUNTY PLANNING AND DEVELOPMENT

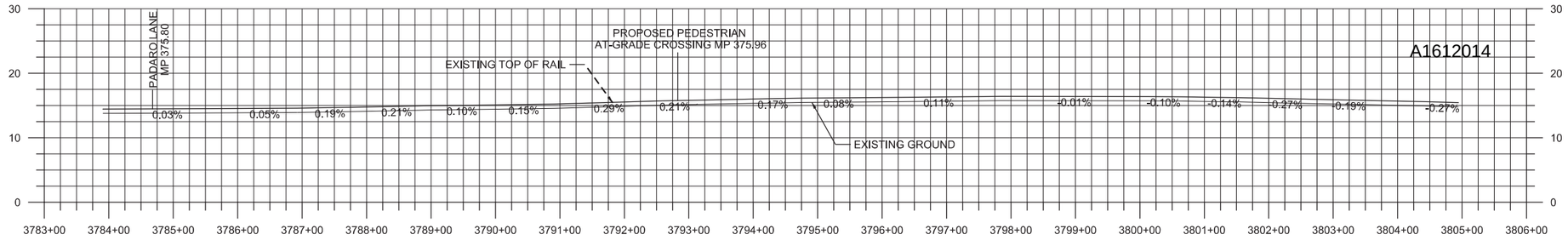
UNION PACIFIC

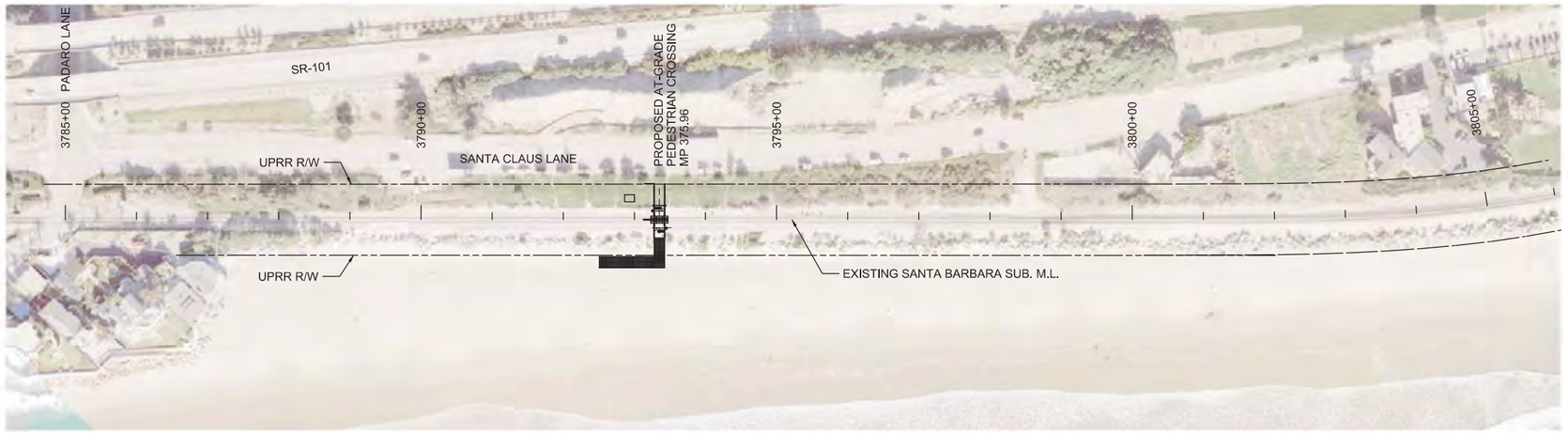
DRAWN BY: F. RYAN
CHECKED BY: F. CHEUNG
DATE: 11-21-16

UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design/Construction

LOCATION & DESCRIPTION: SANTA CLAUS LANE
PROPOSED PEDESTRIAN AT-GRADE CROSSING
M.P. 375.96 SANTA BARBARA SUBDIVISION

SHEET TITLE: EXHIBIT D-3 - GRADE CROSSING DETAIL





HDR Engineering, Inc.
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Irvine, California 92602

SANTA BARBARA COUNTY
PLANNING AND DEVELOPMENT

DRAWN BY:	F. RYAN
CHECKED BY:	F. CHEUNG
DATE:	11-21-16

UNION PACIFIC RAILROAD
Office of Assistant Vice President
Engineering Design/Construction

LOCATION & DESCRIPTION: SANTA CLAUS LANE
PROPOSED PEDESTRIAN AT-GRADE CROSSING
M.P. 375.96 SANTA BARBARA SUBDIVISION

SHEET TITLE: EXHIBIT E - TRACK PLAN & PROFILE

SANTA CLAUS LN.

To San Francisco

UPRR R/W

EX. FIBER OPTIC
PROTECT IN PLACE

FO

INSTALL R15-1, R15-8 & CPUC COMMISSION
STANDARD 1-D (PEDESTRIAN CROSSING) SIGNS

14'

PROPOSED STEEL (CORTEN) FENCE

To Los Angeles

50'

EXISTING SANTA BARBARA
SUB. M.L.

15'±

12'

PROPOSED POST AND CABLE FENCE

INSTALL R15-1, R15-8 & CPUC COMMISSION
STANDARD 1-D (PEDESTRIAN CROSSING) SIGNS

50'

UPRR R/W

HDR Engineering, Inc.
3230 El Camino Real Suite 200
Irvine, California 92602

SANTA BARBARA COUNTY
PLANNING AND DEVELOPMENT

10 0 10 20
SCALE IN FEET

DRAWN BY: F. RYAN
CHECKED BY: F. CHEUNG
DATE: 11-21-16

UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design/Construction

LOCATION & DESCRIPTION: SANTA CLAUS LANE
PROPOSED PEDESTRIAN AT-GRADE CROSSING
M.P. 375.96 SANTA BARBARA SUBDIVISION

SHEET TITLE: EXHIBIT F - SIGNAGE

COUNTY OF SANTA BARBARA

Planning and Development

Proposed Final Mitigated Negative Declaration

Santa Claus Lane Pedestrian At-Grade Rail Crossing

14NGD-00000-00015

May 26, 2016

County of Santa Barbara
Planning and Development
Department
Long Range Planning Division

EXHIBIT - G

For more information contact Ryan Cooksey, Planner, Long Range Planning Division
(805) 884-6836

1.0 REQUEST/PROJECT DESCRIPTION

The proposed project is a public pedestrian at-grade rail crossing across the Union Pacific Railroad (UPRR) tracks to Santa Claus Lane beach (Attachment 1, Project Location Map). The project will provide safe, legal, and single-point access to the beach.

Santa Claus Lane beach is a popular year-round recreation area enjoyed by local residents and visitors. It is known for its favorable, safe surf conditions and is used by several organizations for surf camps and youth outings. Access to the beach requires residents and visitors to cross a major north-south rail route. Pedestrians currently cross the tracks in more than 15 informal and unauthorized locations because there are no existing gates, warning devices, or formal pedestrian crossings (Attachment 2, Photographs).

The UPRR freight trains and Amtrak passenger trains use this route frequently each day. Recent projections in railroad use indicate the frequency of trains will almost double by 2020 (City of Carpinteria, 2012). The continuous rail tracks are quieter than segmented rail tracks, thereby increasing safety hazards as rapidly approaching trains may not be audible from relatively short distances. Many beach users have small children or dogs, making them particularly vulnerable to oncoming trains. The proposed rail crossing will replace the existing informal and unauthorized crossings with a safe and legal at-grade rail crossing. Attachment 3, Pedestrian At-Grade Rail Crossing General Plan, and Attachment 4, Proposed Fence Elevation and Design, depict detailed information of project components summarized in the subsequent paragraphs.

The specific project components include the following:

Pedestrian Pathway: An approximately 180-foot-long, 14-foot-wide paved and boardwalk pedestrian pathway would be constructed from the County right-of-way (ROW) on Santa Claus Lane to Santa Claus Lane beach on the seaward side of the UPRR ROW. The crossing surface over the tracks would consist of precast concrete crossing panels abutting the paved pathway. The concrete panels would be installed at the same elevation as the tracks; no grade increase would be required on the tracks. The walking surface would include tactile strips on each side of the tracks to channelize pedestrian movements across the tracks. The crossing surface on the seaward side of the tracks would consist of a wood or composite material boardwalk with a concrete terminus. Handrails would be constructed along pedestrian walkways on the approach to the crossing gates to direct and channelize pedestrian movement.

Crossing Gates, Signs, and Signal House: Two California Public Utilities Commission (CPUC) standard No. 9 flashing lights with automatic gates (i.e., standard red flashing lights with gate arms extending across the crossing) would be constructed about 12 feet from the centerline of the tracks, both landward and seaward, to prevent pedestrians from entering the tracks when activated by approaching trains. Push-to-open swing gates would adjoin the gate arms to create an emergency egress point when the automatic gates are in the down position. Signs directing the public to use the authorized rail crossing would be affixed to fences or posts. An 8-foot x 10-foot signal house approximately 9 feet high would be constructed on the landward side of the tracks about 30 feet north of the new crossing. Standard rail crossing markings would be painted on the pathway several feet before each gate arm to alert pedestrians to the rail crossing.

Fencing: As required by the CPUC, fencing would be constructed on both sides of the tracks to prevent pedestrians from crossing the tracks in unauthorized locations. The fences would extend south from Padaro Lane for approximately 1,370 feet on the inland side of the tracks, ending at a commercially developed area, and approximately 1,935 feet on the seaward side of the tracks, ending at private single-family residential property. The fences would run along County ROW on the inland side of the tracks and along UPRR ROW on the seaward side of the tracks (Attachment 5, Proposed Fence Location). The proposed fences would be custom fabricated, high-strength weathered steel (Corten®). They would have a brown, non-reflective

surface. The fences would vary in height from 4 feet to 4 feet 6 inches and would consist of ⅝-inch diameter vertical bars spaced approximately 6 inches apart (Attachment 4, Proposed Fence Elevation and Design).

Whistle Board: To comply with federal law, the proposed rail crossing would result in two new whistle board signs, marking the locations where the locomotive engineer is required to sound the train's horn. The whistle boards would be located along the railroad tracks, ¼ mile north and ¼ mile south of the proposed rail crossing.

Grading: The proposed project would disturb approximately 2,340 square feet of total land area for grading, paving, and construction; require approximately 130 cubic yards of cut and 203 cubic yards of fill; and remove up to three non-native ornamental trees from the County ROW.

2.0 PROJECT LOCATION

General Location. Santa Claus Lane is located along the South Coast of the County of Santa Barbara, approximately 2½ miles south of the community of Summerland and approximately ½ mile north of the City of Carpinteria, between U.S. 101 and the UPRR tracks (Attachment 1, Project Location Map), in the Toro Canyon Planning Area and the First Supervisorial District.

Project Site. The project site consists of land within the 100-foot-wide UPRR ROW, the County ROW to the east, and two County owned parcels (APN 005-440-002 and 005-440-003) of approximately 1.7 acres to the west. The proposed rail crossing, signal house, signage, pedestrian pathway, a portion of the pedestrian boardwalk, and 1,935 feet of fence along the tracks would be within the UPRR ROW; 1,370 feet of fence along the tracks would be within the County ROW; and a portion of the pedestrian boardwalk would be within the two County owned parcels. The proposed rail crossing site would be located approximately 850 feet south of the existing vehicle at-grade rail crossing at Padaro Lane (Mile Post 375.80). Table 1 provides additional details regarding the project site.

Table 1 – Project Site Information

Comprehensive Plan Designation	Coastal Zone, Toro Canyon Planning Area. General Commercial, Transportation Corridor (TC), Single Family Residential minimum lot size 10,000 square feet (RES-3.3), Rural Area, Existing Developed Rural Neighborhood, View Corridor, Environmental Resource Management Element (ERME) Scenic Corridor.
Zoning District, Ordinance	Limited Commercial (C-1), Transportation Corridor (TC), Single Family Residential (10-R-1). View Corridor Overlay District (VC), Flood Hazard Area Overlay District (FA), Design Control Overlay District (D), Toro Canyon Plan Overlay District (TCP).
Size	± 2,340 square feet for rail crossing construction; 1,370 linear feet for fencing along County ROW and 1,935 linear feet along UPRR ROW.
Present Use & Development	County ROW on Santa Claus Lane, railroad transportation corridor, and public beach.
Surrounding Uses/Zoning	North: Padaro Lane (residential) (8-R-1) South: Casa Blanca Beach Estates (residential) (DR-1.8) East: Santa Claus Lane (C-1), Caltrans yard (TC), U.S. 101 (TC) West: Beach (10-R-1), Pacific Ocean
Access	U.S. 101, South Padaro Lane/Santa Claus Lane (Exit 90)
Public Services	Water Supply: Carpinteria Water District Sewage: Carpinteria Sanitary District Fire: Carpinteria-Summerland Fire Protection District Electricity: Southern California Edison

3.0 ENVIRONMENTAL SETTING

3.1 PHYSICAL SETTING

Slope/Topography: The project site includes the County and UPRR ROW, approximately 160 feet northeast of the Pacific Ocean. The project site is a relatively flat, low-lying area between the sandy beach and Santa Claus Lane. The elevation is within 15 feet of sea level.

Fauna: The project site is highly disturbed and no wildlife was noted within the area during recent biological surveys (Mooney, 2012, Althouse and Meade, Inc., 2013).

Flora: Scattered areas of vegetation exist in the County and UPRR ROW, including mulefat thickets, arroyo willow thickets, and iceplant mats. Scattered Monterey cypress, eucalyptus, and myoporum trees have been planted along the southwestern side of Santa Claus Lane.

Archaeological Sites: According to the Central Coast Information Center (2012), five archaeological surveys have been conducted within 2,000 feet of the project site. No known archeological sites exist within a 2,000-foot radius of the project site. The County archaeologist (Gerber, 2015) conducted a systematic inspection of the ground surface on September 21, 2012 and confirmed that no cultural resources exist in the project site.

Soils: Soils on the site are Beaches, 1 to 5 percent slopes and Camarillo, variant, fine sandy loam, 0 to 2 percent slopes (Althouse and Meade, Inc., 2013).

Surface Water Bodies: Drainage ditches exist along Padaro Lane for approximately 400 feet parallel to Santa Claus Lane in the UPRR ROW. They are mapped in the *Toro Canyon Plan* (County of Santa Barbara, 2004) as "not environmentally sensitive" wetlands because they were built to convey floodwaters. The County Flood Control District maintains these ditches, which includes removing vegetation, debris, and sediment buildup. Wetlands have been identified and mapped (Althouse and Meade, Inc., June 13, 2013) within the project site. The mapped wetlands are located approximately 390 feet north of the proposed railroad crossing and 110 feet to the south of the proposed railroad crossing. The Pacific Ocean is immediately to the west of the project site.

Surrounding Land Use: A residential community (Padaro Lane) is located approximately 650 feet to the north of the proposed crossing. Commercial development along Santa Claus Lane is located approximately 550 feet to the south of the proposed crossing. Another residential community (Casa Blanca Beach Estates) is located on Sand Point Road, south of the aforementioned commercial development. To the east are Santa Claus Lane, a Caltrans stockpile yard, and U.S. 101. To the west are the sandy beach and the Pacific Ocean.

Between the landward side of Santa Claus Lane and U.S. 101 is a sloped embankment in the Caltrans ROW that varies from 30 to over 100 feet in width. A flat portion of the ROW is used by Caltrans as a stockpile yard for debris and maintenance equipment storage, surrounded by a chain link fence.

Existing Structures: The UPRR railroad tracks are used by Amtrak passenger trains and UPRR freight trains. The seaward side of the UPRR ROW is fronted by a low sand barrier fence with numerous beach access openings and an approximately 2,189-foot-long, 10- to 15-foot-wide protective rock structure (rip-rap) most likely placed between 1940 and 1942 (California State Lands Commission, 2006). The sandy beach is accessed by walking over the UPRR tracks and through openings in the rock structure. The landward side of the UPRR ROW includes up to 15 informal pedestrian paths leading from the Santa Claus Lane and across the UPRR ROW and rock structure to the beach.

3.2 ENVIRONMENTAL BASELINE

The environmental baseline from which the proposed project's impacts are measured consists of the physical environmental conditions in the vicinity of the proposed project, as described above.

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

The following checklist indicates the potential level of impact and is defined as follows:

Potentially Significant Impact: A fair argument can be made, based on the substantial evidence in the file, that an effect may be significant.

Less Than Significant Impact with Mitigation: Incorporation of mitigation measures has reduced an effect from a Potentially Significant Impact to a Less Than Significant Impact.

Less Than Significant Impact: An impact is considered adverse but does not trigger a significance threshold.

No Impact: There is adequate support that the referenced information sources show that the impact simply does not apply to the proposed project.

Reviewed Under Previous Document: The analysis contained in a previously adopted/certified environmental document addresses this issue adequately for use in the current case and is summarized in the discussion below. The discussion should include reference to the previous documents, a citation of the page(s) where the information is found, and identification of mitigation measures incorporated from the previous documents.

4.1 AESTHETICS/VISUAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view?			✓		
b. Change to the visual character of an area?			✓		
c. Glare or night lighting which may affect adjoining areas?			✓		
d. Visually incompatible structures?			✓		

Existing Setting: The project site is located within a rural area. Directly to the north of the project site are Santa Claus Lane, followed by the Caltrans stockpile yard and U.S. 101. Existing vegetation and a line of trees located between the Caltrans stockpile yard and U.S. 101 partially screen the project site from U.S. 101 southbound motorists' view. In addition, U.S. 101 is elevated approximately 50 feet above and located approximately 250 feet inland from the rail crossing site. Given these conditions, southbound motorists on U.S. 101 typically pass by at high speeds and have only brief glimpses of the project.

Existing vegetation and a line of trees located between Santa Claus Lane and the railroad tracks partially screen the project site from the view of Santa Claus Lane motorists and pedestrians. Motorists on Santa

Claus Lane have short glimpses of the rail crossing site. Pedestrians can view the project site as they walk past the spacing between the planted trees.

Directly to the west of the project site are the sandy beach and the Pacific Ocean. Existing rip-rap boulders located between the beach and the railroad tracks partially screen the project site from the view of beach users. The beach users can briefly view the project site when they exit the beach and access Padaro Lane and Santa Claus Lane.

County Environmental Thresholds: The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015), Section 20 – "Visual Aesthetics Impact Guidelines," classifies coastal and mountainous areas and travel corridors as "especially important" visual resources. A project may have the potential to create a significantly adverse aesthetic impact if (among other potential effects) it would impact important visual resources, obstruct public views, remove significant amounts of vegetation, substantially alter the natural character of the landscape, or involve extensive grading visible from public areas. The guidelines address public, not private views.

Impact Discussion:

(a-b, d) The project includes a new pathway, boardwalk, signal devices (i.e., flashing/warning lights, bells, and gate arm), signal house, and fencing in the County ROW, UPRR ROW, and County owned property between Santa Claus Lane and the beach.

The proposed pathway and boardwalk would be constructed of materials (concrete and wood/composite material, respectively) that would be subordinate in appearance and commonplace in a beach setting. The proposed signal devices and signal house are similar to the type of structures found at other rail crossings in the vicinity (i.e., Padaro Lane Crossing located 850 feet to the north and Sand Point Road crossing located 2,350 feet to the south of the proposed crossing). The existing trees would partially to fully screen these structures from public views as seen from U.S. 101 and Santa Claus Lane. The rip-rap rocks on the seaward side of the tracks would partially screen and soften the appearance of these structures as seen from the beach. Based on these circumstances, the pathway, boardwalk, signal devices, and signal house would not create an aesthetically offensive site, change the visual character of the area, or introduce visually incompatible structures.

The pathway and boardwalk would be at or near ground-level. The signal house would measure approximately 80 square feet in size and 9 feet in height. Accordingly, the signal house and signal devices would constitute small-scale, low-lying development and would appear as minor structures. Therefore, these structures would not intrude into the skyline or obstruct public views of the mountains to the east or the beach and ocean to the west.

The proposed fence was designed to minimize aesthetic and visual resource impacts. Specifically, the fence would vary between 4 feet to 4 feet 6 inches in height, follow the natural contours of the landscape, and consist of angled and irregularly spaced vertical bars. The fence would also have a dark, non-reflective, and earth-tone finish. These characteristics would give the fence a soft, rustic appearance. In many respects, the fence's form mimics sand-drift fences that exist near the project site. In addition, existing trees and shrubs would partially to fully screen the fence from public views as seen from U.S. 101 and Santa Claus Lane. Based on these circumstances, the fence would not create an aesthetically offensive site, change the visual character of the area, or introduce visually incompatible structures.

The fence would be relatively short in height. Its design and finish would make it appear subordinate, open, and virtually transparent. Therefore, the fence would not obstruct views of the beach as seen from U.S. 101 and Santa Claus Lane or the mountains as seen from the beach. Based on this analysis and

criteria a, b, and c, the proposed rail crossing would have a less than significant impact on aesthetics/visual resources.

(c) The project includes flashing lights to warn pedestrians of approaching trains. The lights would be small (measuring approximately 8 to 10 inches in diameter), red, and used intermittently, resulting in a minor source of glare and night light. The nearest sensitive land uses (i.e., single-family homes approximately 650 feet north of the proposed rail crossing) are too far away to be affected by glare or light. Therefore, the proposed flashing lights would have a less than significant impact on aesthetics and visual resources.

Cumulative Impacts: The proposed project would not have significant impacts on aesthetics and visual resources. Therefore, the project combined with other similar projects would not result in any cumulatively considerable impacts on aesthetics and visual resources.

Mitigation and Residual Impacts: As potential impacts are less than significant, mitigation is not necessary and residual impacts would not occur.

4.2 AGRICULTURAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs?				✓	
b. An effect upon any unique or other farmland of State or Local Importance?				✓	

Existing Setting: The project site consists of County ROW (paved road, dirt shoulder), UPRR ROW (railroad tracks), and sandy beach. The Farmland Mapping and Monitoring Program (California Department of Conservation) designates the area as "Urban and Built-Lands." The area and the adjoining properties are not used or suitable for agriculture.

County Environmental Thresholds: The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015), Section 4 – "Agricultural Resource Guidelines," provides a methodology for evaluating agricultural resources. However, since there would be no potential for impacts to agricultural resources, these guidelines do not apply.

Impact Discussion:

(a-b) The project site and adjoining properties are not used for agriculture and do not include agricultural resources. Therefore, the proposed project would have no impact on agricultural resources.

Cumulative Impacts: As the proposed project would not have any impacts on agricultural resources, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts on agricultural resources.

Mitigation and Residual Impacts: As there are no potential impacts, mitigation is not necessary and residual impacts would not occur.

4.3 AIR QUALITY

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)?				✓	
b. The creation of objectionable smoke, ash or odors?				✓	
c. Extensive dust generation?		✓			

Existing Setting: The project site is currently affected by emissions from existing vehicle and railroad operations on County and UPRR ROW, respectively.

County Environmental Thresholds: The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015), Section 5 – "Air Quality Thresholds," address air quality, including thresholds for determining whether a proposed project would have a significant impact on air quality.

No thresholds have been established for short-term impacts associated with construction activities. However, the County's Grading Ordinance, County Code Section 14-23 Dust Control, requires all graded surfaces to be wetted, protected, or contained in such a manner to prevent the generation of excessive dust. The County's *A Planner's Guide to Conditions of Approval and Mitigation Measures* includes dust control mitigation measures for all projects involving grading activities.

Impact Discussion:

(a-b) The proposed project would not result in new vehicular trips to or from the site. It would not involve new stationary sources (e.g., equipment, machinery, hazardous materials storage, industrial or chemical processing) that would increase the amount of pollutants released into the atmosphere. Thus, the proposed project would not result in a violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations. The proposed project would also not generate smoke, ash, odors, or long term dust after construction.

(c) Construction of the proposed rail crossing would require minor grading. The land area disturbed by the proposed project for grading, paving, and construction would total approximately 2,340 square feet. The proposed project would require approximately 130 cubic yards of cut and 203 cubic yards of fill. Earth moving operations in the project site would have the potential to result in project-specific short-term emissions of fugitive dust and PM_{10} Implementation of the County's dust control mitigation measures would reduce potential impacts to a less than significant level.

Emissions of ozone precursors (NO_x and ROC) during project construction would result primarily from the on-site use of heavy earthmoving equipment for several days. Due to the limited time that grading activities would occur in the project site, construction-related emissions of NO_x and ROC would not be significant on a project-specific or cumulative basis.

Cumulative Impacts: As the proposed mitigation would reduce potential impacts on air quality to a less than significant level, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts on air quality.

Mitigation and Residual Impacts: The following mitigation measure would reduce the proposed project's air quality impacts to a less than significant level:

Air-01 **Air-01 Dust Control.** The Owner shall comply with the following dust control components at all times including weekends and holidays:

a. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site.
b. During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, use water trucks or sprinkler systems to prevent dust from leaving the site and to create a crust after each day's activities cease.
c. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site.
d. Wet down the construction area after work is completed for the day and whenever wind exceeds 15 mph.
e. When wind exceeds 15 mph, have site watered at least once each day including weekends and/or holidays.
f. Order increased watering as necessary to prevent transport of dust off-site.
g. Cover soil stockpiled for more than two days or treat with soil binders to prevent dust generation. Reapply as needed.
h. If the site is graded and left undeveloped for over four weeks, the Owner shall immediately: (i) Seed and water to re-vegetate graded areas; and/or (ii) Spread soil binders; and/or; (iii) Employ any other method(s) deemed appropriate by Planning and Development or Santa Barbara County Air Pollution Control District (APCD).

PLAN REQUIREMENTS: These dust control requirements shall be noted on all grading and building plans.

PRE-CONSTRUCTION REQUIREMENTS: The contractor or builder shall provide County Planning and Development permit compliance staff and APCD with the name and contact information for an assigned onsite dust control monitor(s) who has the responsibility to:

a. Assure all dust control requirements are complied with including those covering weekends and holidays.
b. Order increased watering as necessary to prevent transport of dust offsite.
c. Attend the pre-construction meeting.

TIMING: The dust monitor shall be designated prior to any grading or construction activities. The dust control components apply from the beginning of any grading or construction throughout all development activities.

MONITORING: County Planning and Development permit compliance staff shall conduct site inspections to ensure compliance. APCD inspectors shall respond to nuisance complaints.

With the incorporation of this measure, residual impacts would be less than significant.

4.4 BIOLOGICAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
Flora					
a. A loss or disturbance to a unique, rare or threatened plant community?				✓	
b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants?				✓	
c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?		✓			
d. An impact on non-native vegetation whether naturalized or horticultural if of habitat value?			✓		
e. The loss of healthy native specimen trees?				✓	
f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat?				✓	
Fauna					
g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals?				✓	
h. A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)?				✓	
i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?				✓	
j. Introduction of barriers to movement of any resident or migratory fish or wildlife species?				✓	
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?				✓	

Existing Setting: The County of Santa Barbara has a wide diversity of habitat types, including chaparral, wetlands, and beach dunes. These are complex ecosystems and many factors are involved in assessing the value of the resources and the significance of project impacts.

The County biologist surveyed the project site and its vicinity (the area surveyed included approximately 2 acres from Padaro Lane to the north to the start of the commercial area to the south within the County and UPRR ROW, herein referred to as the "study area") in September 2012. The biologist's report noted vegetation types, topographical features, soil and drainage characteristics, and wetland indicators (species and communities that may indicate this habitat) (Mooney, 2012). Althouse and Meade, Inc. prepared a follow-up wetland delineation in April 2013 (Althouse and Meade, Inc., 2013). The following analysis is based on these reports.

Flora:
The study area consists primarily of arroyo willow thickets, iceplant mats, and mulefat thickets. Iceplant forms a wide swath between Santa Claus Lane and the UPRR tracks, extending from an informal parking

area (which is located approximately 280 feet northwest of the proposed rail crossing) to approximately 160 feet southeast of the proposed rail crossing site where the vegetation transitions to mulefat thickets. Iceplant is a non-native, invasive species. While the majority of the iceplant swath is found on the landward side of the tracks, iceplant also occurs on the seaward side of the tracks in the vicinity of the rail crossing site. The mulefat thickets to the southeast of the rail crossing site are dominated by mulefat, a medium-height native shrub. Along with the arroyo willow thickets, which are also native to the County, these mulefats provide cover for wildlife, primarily bird species. Mulefat is also a facultative wetland species. The arroyo willows are more than 300 feet from the rail crossing site (Mooney, 2012).

In addition, scattered non-native Monterey cypress, eucalyptus, and myoporum trees occur along the seaward side of Santa Claus Lane. While Monterey cypress is not native to the County of Santa Barbara, it is widely planted and naturalized in this area. A low area at the southeastern corner of the rail crossing site is dominated by alkali heath, which is a facultative, native wetland species (Mooney, 2012 and Althouse and Meade, Inc., 2013).

No rare or sensitive habitats were noted in the study area (Mooney, 2012).

Fauna:
No sensitive animal species are known or expected to occur onsite and no wildlife was noted in the study area (Mooney, 2012). The project area is a highly disturbed transportation corridor, with human presence also in the area. Furthermore, Santa Claus Lane beach is not designated critical habitat for the western snowy plover or any other special status species (U.S. Fish and Wildlife Service, 2012).

Wetland Delineation:
In November 2012 and February 2013, biologists identified and mapped wetlands in the study area (Althouse and Meade, Inc., 2013). The wetland delineation used methods outlined in the 1987 *Manual of Jurisdictional Wetlands*, the 2008 *Arid West Supplement*, and the U.S. Army Corps of Engineers (USACE) routine onsite method of wetland delineation. The wetlands meet federal, state, and county wetland criteria.

In total, the wetland delineation describes approximately 0.72 acres of wetlands within the study area in two definitive locations. One location includes 0.43 acres on the landward side of the railroad tracks approximately 390 feet to the north of the project site. Another location includes 0.29 acres on the landward side of the railroad tracks approximately 110 feet to the south of the rail crossing (Attachment 6, Mapped Wetlands Study Area; Attachment 7, Proposed Rail Crossing Location in Relation to Mapped Wetlands). The wetlands include herbaceous wetlands (Attachment 6, Map Labels FW-1, -2, and -4), arroyo willow woodland wetlands (Attachment 6, Map Label FW-3), and mulefat wetlands (Attachment 6, Map Label FW-5). Table 2 lists the size and the dominant vegetative cover of each wetland habitat.

Table 2 – Jurisdictional Wetland Dimensions

Map Label	Vegetation (dominant cover)	Area (sq ft)	Area (acre)
North Patch 1 (FW-1)	Herbaceous (cattails and rabbitsfoot grass; willows)	178	0.004
North Patch 2 (FW-2)	Herbaceous (cattails and rabbitsfoot grass)	3,140	0.07
North Patch 3 (FW-3)	Willow Woodland	15,013	0.35
North Patch 4 (FW-4)	Herbaceous (cattails and rabbitsfoot grass)	402	0.009
South Patch 5 (FW-5)	Mulefat Complex with herbaceous (alkali heath and saltgrass) margins	12,884	0.29
	Federal, State, and County Wetland	**31,617**	**0.72**

The County's *Toro Canyon Plan* maps the northern patch of willow woodland as "not environmentally sensitive habitat" (ESH). *Toro Canyon Plan* development standard DevStd BIO-TC-1.9 states that the drainage ditches (western willow woodland), which were built to convey floodwaters, shall not be subject to the required 100-foot wetland buffer strip and may be maintained by the County Flood Control District.

The patches of herbaceous wetland are regularly mowed and degraded. The thicker, shrubbier willow woodland and mulefat wetlands are less disturbed and are of better quality. These wetlands cover 0.63 acres of the site and may be suitable habitat for some species of common songbirds that are tolerant of human activities and disturbances.

County Environmental Thresholds: The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015), Section 6 – "Biological Resources," includes guidelines for the assessment of biological resource impacts. Disturbance to habitats or species may be significant if they substantially impact significant resources in the following ways:

- Substantially reduce or eliminate species diversity or abundance
- Substantially reduce or eliminate quantity or quality of nesting areas
- Substantially limit reproductive capacity through losses of individuals or habitat
- Substantially fragment, eliminate, or otherwise disrupt foraging areas and/or access to food sources
- Substantially limit or fragment range and movement (geographic distribution or animals and/or seed dispersal routes)
- Substantially interfere with natural processes, such as fire or flooding, upon which the habitat depends

Habitat-specific guidelines protect and preserve habitats such as wetlands, riparian areas, native grasslands, oak woodlands, and native trees. The following thresholds are applicable to the proposed project:

Wetlands: The following types of project-created impacts to wetlands may be considered significant:

(1) Projects which result in a net loss of important wetland area or wetland habitat value, either through direct or indirect impacts to wetland vegetation, degradation of water quality, or would threaten the continuity of wetland-dependent animal or plant species are considered to have a potentially significant effect on the environment.

(2) Wildlife access, use, and dispersal in wetland habitats are key components of their ecosystem value. Projects which substantially interrupt wildlife access, use and dispersal in wetland areas would typically be considered to have potentially significant impacts.

(3) The hydrology of wetlands systems must be maintained if their function and values are to be preserved. Projects which disrupt the hydrology of wetland systems would be considered to have a potential significant impact.

Native Trees: In general, the loss of 10 percent or more of the trees of biological value on a project site is considered potentially significant.

Impact Discussion:

(a-b) Iceplant is the dominant vegetation in the vicinity of the project site (Althouse and Meade, Inc., 2013). It spans approximately 300 feet northwest of the project site, followed by small patches of succulent plantings, herbaceous wetland, willow woodland, and ruderal plant. Iceplant also spans

approximately 150 feet southeast of the project site, followed by a small patch of herbaceous wetland, mulefat complex, and ruderal plant. Non-native Monterey cypress, eucalyptus, and myoporum trees occur along the seaward side of Santa Claus Lane.

The construction of the rail crossing and the pedestrian boardwalk would result in some loss or disturbance primarily of iceplant and up to three Monterey cypress trees. Iceplant and Monterey cypress are common non-native plants widely planted and naturalized in the area. The construction of the fence and fence posts on both sides of the railroad tracks would occur within the 100-foot wetland buffer strip and could result in minor loss of and disturbance to the vegetation. The wetland delineation report (Althouse and Meade, Inc., 2013) indicates that the wetland to the northwest of the proposed rail crossing does not contain rare plants and that the wetlands to the southeast are of lower quality, thus are also not likely to contain rare plants. Therefore, the project would not result in a loss or disturbance to a unique, rare or threatened plan community or species of plants.

(c) The study area includes native vegetation of arroyo willows, mulefat thickets, and alkali heath. Arroyo willows are located more than 300 feet and mulefat thickets and alkali heath are located more than 100 feet from the proposed rail crossing and the pedestrian pathway/boardwalk. The rail crossing and the pedestrian pathway/boardwalk (Attachment 5, Proposed Fence Location; Attachment 3, Pedestrian At-Grade Rail Crossing General Plan) would be located outside the mapped wetlands and the 100-foot wetlands buffer strip. Therefore, the construction of the rail crossing and the pedestrian boardwalk would result in no impact to native vegetation.

Portions of the proposed fences along both sides of the railroad tracks would be located within the 100-foot wetland buffer strip to the north and south of the project site. Fences are minor structures, and are permitted within the 100-foot wetland buffer strip per Coastal Zoning Ordinance Section 35-97.9 and Coastal Land Use Plan Policy 9-9. The approximately 1,935 linear feet of fence proposed along the railroad tracks on the seaward side would require the installation of approximately 242 fence posts. The approximately 1,370 linear feet of fence proposed along the railroad tracks on the landward side would require the installation of approximately 172 fence posts. Each fence post would measure approximately 1.5 inches by 2.5 inches and would be secured by a small, discrete concrete footing. Accordingly, the proposed fence would not reduce the extent, diversity, or quality of the wetlands. The fence along the railroad tracks on the seaward side would be located away from the wetlands. This area mostly consists of sand with small patches of vegetation at each end of the fence. The fence along the railroad tracks on the landward side would be located along the wetlands and may require minor vegetation disturbance or removal to install the fence posts, resulting in a potential impact on native vegetation. To mitigate this impact to less than significant, County's standard mitigation measure Bio-13a, included as a mitigation measure below, would require cutting by hand any roots of one inch in diameter or greater. Therefore, the proposed fence would have a less than significant impact with mitigation to native vegetation.

According to Coastal Land Use Plan Policy 9-9 and Coastal Zoning Ordinance Section 35-97.9, a 100-foot wetland buffer strip will be maintained in natural condition along the periphery of all wetlands. No permanent structures will be permitted within the wetland or buffer area except structures of a minor nature, i.e., fences or structures necessary to support light recreation such as bird-watching or nature study and scientific and educational uses. Except for the proposed fence, the project does not propose any construction activities or structures within the wetlands or within the 100-foot wetland buffer strip. To avoid any potential impacts to the wetlands, the County's standard mitigation measure Bio-07, included as a mitigation measure below, would prohibit ground disturbances and vegetation removal within 100 feet of wetlands and require wetlands closest to the proposed rail crossing to be temporarily fenced prior to any construction activities. Bio-20 and Bio-20a are included as mitigation measures below to designate construction equipment filling and storage areas, washout areas to prevent contamination from discharging into the storm drains, drainage

ditches, creeks, or wetlands. Therefore, potential impacts to wetlands from construction equipment would have a less than significant impact with mitigation.

(d) The proposed project would remove approximately 0.05 to 0.10 acres of iceplant mats. Iceplant is non-native, common, invasive species and provides little habitat value for wildlife. The removal of a portion of iceplant mats would result in a less than significant impact on biological resources due to the non-native and invasive nature of this plant community.

(e) The proposed project would result in a loss of up to three Monterey cypress trees that are located on site in the County ROW to construct the pedestrian pathway. While not native to the County of Santa Barbara, Monterey cypress trees are widely planted and naturalized on the California coast. However, these three trees do not provide biological value and the loss would be less than significant.

(f) The proposed project would not introduce herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat. The project site is a highly disturbed transportation corridor.

(g-k) No sensitive animal species are known or expected to occur onsite and no wildlife was noted in the project site during the surveys. Therefore, the proposed project would not result in any impacts to fauna.

Cumulative Impacts: As the proposed mitigation would reduce potential impacts on biological resources to a less than significant level, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts on biological resources.

Mitigation and Residual Impacts: The following mitigation measures would reduce the proposed project's biological resources impacts to a less than significant level:

Bio-07

Bio-07 Habitat Setback. Except for construction of the fence, all ground disturbances and vegetation removal shall be prohibited in a 100-foot setback from the wetlands, a sensitive riparian habitat area. The setback boundary shall be fenced with a fencing type and in a location acceptable to P&D.
PLAN REQUIREMENTS: The wetlands shall be shown on all grading plans.
TIMING: Fencing shall be installed prior to any earth movement.
MONITORING: County Planning and Development permit compliance staff shall conduct site inspections to ensure compliance during grading and construction activities.

Bio-13a

Bio-13a Habitat Protection Plan. The Owner shall submit for P&D approval a Wetland Protection Plan prepared by a P&D-approved biologist. The plan shall include the following components:

a. Comply with and depict the following on the Wetland Protection Plan and Grading and Building Plans:
   i. Structures and construction and grading activities shall be prohibited within the mapped wetlands.
   ii. Excavation work for the fence and fence posts within the 100-foot wetland buffer strip shall be avoided to the maximum extent feasible.
   iii. Depict approved development envelopes for the rail crossing and associated pathway and boardwalk.
   iv. Depict equipment storage and construction staging and parking areas.

b. Comply with and specify the following as notes on the Wetland Habitat Protection Plan and Building and Grading Plans:
   i. To avoid damage during construction, the wetland setback boundary shall be temporarily fenced with chain-link or other material satisfactory to P&D as required in Bio-07.
   ii. Protective fencing/staking/barriers shall be maintained throughout all grading and construction activities.
   iii. The following shall be done only by hand and under the direction of a P&D approved biologist:
      1. Any excavation or trenching required within the wetland setback, including the dripline or sensitive root zone of any trees along Santa Claus Lane.
      2. Cleanly cutting any roots of one inch in diameter or greater within the wetland buffer.
      3. Tree removal and trimming within the wetland buffer.
   iv. If the use of hand tools is deemed infeasible, P&D may authorize work with rubber-tired construction equipment weighting five tons or less.

PLAN REQUIREMENTS: Include applicable components in Tree Replacement Plan and/or Landscape and Irrigation plans if these are required.
TIMING: The Owner shall submit the Habitat Protection Plan prior to permit approval. The Owner shall include as notes or depictions all plan components listed above, graphically depicting all those related to earth movement, construction, and temporality and/or permanently installed protection measures prior to issuance of grading/building permits. The Owner shall install habitat protection measures onsite prior to issuance of grading/building permits and pre-construction meeting.
MONITORING: The Owner shall demonstrate to compliance staff that habitat identified for protection was not damaged or removed or, if damage or removal occurred, that correction is completed as required by the Habitat Protection Plan prior to Final Building Clearance.

Bio-20 **Bio-20 Equipment Storage-Construction.** The Owner shall designate one or more construction equipment filling and storage areas to contain spills, facilitate clean-up and proper disposal and prevent contamination from discharging to the storm drains, street, drainage ditches, creeks, or wetlands. The areas shall be no larger than 50 x 50 foot unless otherwise approved by P&D and shall be located at least 100 feet from the mapped wetlands, any storm drain, waterbody or sensitive biological resources.
PLAN REQUIREMENTS: The Owner shall designate the P&D approved location on all permits.
TIMING: The Owner shall install the area prior to commencement of construction.
MONITORING: P&D compliance monitoring staff shall ensure compliance prior to and throughout construction.

Bio-20a **Bio-20a Equipment Washout-Construction.** The Owner shall designate one or more washout areas for the washing of concrete trucks, paint, equipment, or similar activities to prevent wash water from discharging to the storm drains, street, drainage ditches, creeks, or wetlands. Note that polluted water and materials shall be contained in these areas and removed from the site [INSERT FREQUENCY]. The areas shall be located at least 100 feet from any storm drain, waterbody or sensitive biological resources.
PLAN REQUIREMENTS: The Owner shall designate the P&D approved location on all permits.
TIMING: The Owner/Applicant shall install the area prior to commencement of construction.
MONITORING: P&D compliance monitoring staff shall ensure compliance prior to and throughout construction.

With the incorporation of these measures, residual impacts would be less than significant.

4.5 CULTURAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
Archaeological Resources					
a. Disruption, alteration, destruction, or adverse effect on a recorded prehistoric or historic archaeological site (note site number below)?				✓	
b. Disruption or removal of human remains?				✓	
c. Increased potential for trespassing, vandalizing, or sabotaging archaeological resources?				✓	
d. Ground disturbances in an area with potential cultural resource sensitivity based on the location of known historic or prehistoric sites?		✓			
Ethnic Resources					
e. Disruption of or adverse effects upon a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethnic group?				✓	
f. Increased potential for trespassing, vandalizing, or sabotaging ethnic, sacred, or ceremonial places?				✓	
g. The potential to conflict with or restrict existing religious, sacred, or educational use of the area?				✓	

Existing Setting: Santa Barbara County is one of California's richest areas for archeological and ethnic resources. For at least 10,000 years, Chumash Indians and their ancestors have occupied parts of the county. Hundreds of archeological sites have been formally recorded throughout the county. Unknown and unrecorded sites are encountered on a regular basis.

Based on a records search at the Central Coast Information Center of the University of California, Santa Barbara (2012), five archaeological surveys have been conducted within 2,000 feet of the project site. No archaeological resources, ethnic resources, or human remains are recorded within a 2,000-foot radius of the project site. The County archaeologist conducted a systematic inspection of the ground surface on September 21, 2012 and did not locate any cultural resources within or near the project site (Gerber, 2015).

County Environmental Thresholds: The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015), Section 8 – "Cultural Resources Guidelines Archaeological, Historical and Ethnic Elements," contains guidelines for identification, significance determination, and mitigation of impacts to important cultural resources. It specifies that if a cultural resource impact cannot be avoided, it must be evaluated for significance under CEQA. A project that may cause a substantial adverse impact on an important cultural resource may have a significant effect on the environment.

Impact Discussion:

(a-c, e-g) No known or recorded archeological sites, ethnic resources, human remains, or other cultural resources exist within 2,000 feet the project site.

(d) The project site is located within the disturbed County and UPRR ROWs where the potential for undiscovered cultural resources to exist is low. In the event that previously unidentified cultural resources are discovered during site development, the standard archaeological discovery mitigation measure CulRes-09 would mitigate impacts to a less than significant level.

Cumulative Impacts: As the proposed mitigation would reduce potential impacts on cultural resources to a less than significant level, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts on cultural resources.

Mitigation and Residual Impact: The following mitigation measure would reduce the proposed project's cultural resource impacts to a less than significant level:

CulRes-09 **CulRes-09 Stop Work at Encounter.** The Owner and/or its agents, representatives, or contractors shall stop or redirect work immediately in the event archaeological remains are encountered during grading, construction, landscaping or other construction-related activity. The Owner shall retain a P&D approved archaeologist and Native American representative to evaluate the significance of the find in compliance with the provisions of Phase 2 investigations of the County Archaeological Guidelines and funded by the Owner.
PLAN REQUIREMENTS: This condition shall be printed on all building and grading plans.
MONITORING: County Planning and Development permit compliance staff shall conduct site inspections to ensure compliance during grading and construction activities.

With the incorporation of this measure, residual impacts would be less than significant.

4.6 ENERGY

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Substantial increase in demand, especially during peak periods, upon existing sources of energy?			✓		
b. Requirement for the development or extension of new sources of energy?			✓		

Existing Setting: Private electrical and natural gas utility companies provide service to customers in the unincorporated areas of Santa Barbara County. Inefficient use of energy has resulted in actions to increase the energy efficiency of appliances and buildings. The local efforts that support energy efficiency include the adoption of the *Energy and Climate Action Plan* (County of Santa Barbara Long Range Planning Division, 2015) and the creation of the Energy and Sustainability Initiatives Division (2015).

County Environmental Thresholds: The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015) does not identify significance thresholds for electrical and/or natural gas service impacts.

Impact Discussion:

(a-b) The proposed project's energy use would be negligible. Energy use would be limited to electricity to operate the warning lights and gates associated with the rail crossing.

Cumulative Impacts: The project's contribution to the regionally significant demand for energy is not considerable, and is therefore less than significant.

Mitigation and Residual Impacts: As there are no potential impacts, mitigation is not necessary and residual impacts would not occur.

4.7 FIRE PROTECTION

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Introduction of development into an existing high fire hazard area?				✓	
b. Project-caused high fire hazard?				✓	
c. Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for fire fighting?				✓	
d. Introduction of development that will hamper fire prevention techniques such as controlled burns or backfiring in high fire hazard areas?				✓	
e. Development of structures beyond safe Fire Dept. response time?				✓	

Existing Setting: The County of Santa Barbara experiences annual cycles of elevated fire danger. Due to low annual precipitation, highly flammable vegetation, and high velocity "sundowner" and "Santa Ana" winds,

the county has routinely experienced major wildfires which threaten residents' safety and may damage property.

According to the County's *Toro Canyon Plan* (2004), the project site is not located within a High Fire Hazard Area and is located within the Carpinteria-Summerland Fire Protection District's Five Minute Response Zone.

County Environmental Thresholds: The County Fire Department Standards do not apply to the proposed project. The proposed project does not include any structures over 5,000 square feet and would not result in any new residential or access roads.

Impact Discussion:

(a-e) The proposed project is not located within a High Fire Hazard Area (County of Santa Barbara, 2004). It is located in an area with an adequate response time (5 minutes) from fire protective services (County of Santa Barbara, 2004). The project consists of a rail crossing and, therefore, would not require or hamper fire protection services.

Cumulative Impacts: As the proposed project would not have any impacts on fire protection, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts on fire protection.

Mitigation and Residual Impacts: As there are no potential impacts, mitigation is not necessary and residual impacts would not occur.

4.8 GEOLOGIC PROCESSES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?				✓	
b. Disruption, displacement, compaction or overcovering of the soil by cuts, fills or extensive grading?				✓	
c. Exposure to or production of permanent changes in topography, such as bluff retreat or sea level rise?			✓		
d. The destruction, covering or modification of any unique geologic, paleontologic or physical features?				✓	
e. Any increase in wind or water erosion of soils, either on or off the site?				✓	
f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?				✓	
g. The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent?				✓	
h. Extraction of mineral or ore?				✓	

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
i. Excessive grading on slopes of over 20%?				✓	
j. Sand or gravel removal or loss of topsoil?				✓	
k. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?				✓	
l. Excessive spoils, tailings or over-burden?				✓	

Existing Setting: The County of Santa Barbara contains various geologic conditions that may constitute a hazard to public health and safety, such as seismic activity, liquefaction, and compressible/collapsible soils. According to the County's *Toro Canyon Plan* (2004), the project site is not located in any geologic hazard area. However, the Pacific Ocean is approximately 150 feet west of the project site.

County Environmental Thresholds: The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015), Section 10 – "Geologic Constrains Guidelines," indicates that impacts related to geological resources may have the potential to be significant if the proposed project involves any of the following characteristics:

1. The project site or any part of the project is located on land having substantial geologic constraints.
2. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.
3. The project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade.
4. The project is located on slopes exceeding 20 percent grade.

Impact Discussion:

(a-b, d-l) The project site is not located in any geologic hazard areas listed above in a-b and d-l. The proposed rail crossing would involve minor grading (130 cubic yards of cut, 203 cubic yards of fill), and there would be no impact from exposure to or production of geologic hazards, including landslides, earthquakes, excessive grading, or soil erosion.

(c) Predictions about the long-term effects of global climate change include rising sea levels due to the melting of glaciers and thermal expansion. Rising sea levels could increase the incidence of flooding in coastal areas with elevations at or near sea level. The exact rate of potential sea level rise is unknown. Caltrans recently prepared Year 2100 sea level rise maps for the project site as part of the environmental review for the South Coast 101 High Occupancy Vehicle (HOV) Lane Project (Caltrans, 2012). The maps were based on statewide guidelines adopted by the Ocean Protection Council, assuming a 40- to 55-inch increase in mean sea level by 2100 (using 2000 as a baseline).

Under the worst-case 55-inch sea level rise scenario, the project site may be inundated by 2100. Projected sea level rise would also impact the railroad tracks along the full extent of Santa Claus Lane. Statewide planning scenarios are required to determine what change, if any, is needed in design standards for transportation facilities and ongoing, long-term coordination will need to occur to ensure a comprehensive approach to addressing sea level rise in this location. The rail crossing would not cause a change in topography that would expose it to sea level rise impacts. The project includes no residences, commercial buildings, or other habitable structures and

poses no immediate threat to people or property. Therefore, potential impacts from sea level rise would be less than significant.

Cumulative Impacts: As the proposed project would not have significant impacts on geologic processes, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts on geologic processes.

Mitigation and Residual Impacts: As potential impacts are less than significant, mitigation is not necessary and residual impacts would not occur.

4.9 GREENHOUSE GAS EMISSIONS

Greenhouse Gas Emissions	Potn. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓		
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✓	

Existing Setting: Greenhouse gases include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). The largest source of greenhouse gas emissions from human activities in the United States is from fossil fuel combustion for electricity, heat, and transportation. Specifically, the *Inventory of U.S. Greenhouse Gas Emissions and Sinks* (U.S. Environmental Protection Agency, April 2015) states that the primary sources of greenhouse gas emissions in 2013 included electricity production (31%), transportation (27%), industry (21%), commercial and residential (12%), and agriculture (9%). This release of gases creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as "the greenhouse effect," there is strong evidence to support that human activities have accelerated the generation of greenhouse gases beyond natural levels. The overabundance of greenhouse gases in the atmosphere has led to a warming of the earth and has the potential to severely impact the earth's climate system.

Climate change results from greenhouse gas emissions "*...generated globally over many decades by a vast number of different sources*" rather than from greenhouse gas emissions generated by any one project (County of Santa Barbara Planning and Development, 2015). As defined in CEQA Guidelines Section 15355 and discussed in Section 15130, "...a cumulative impact consists of an impact which is created as a result of the combination of the [proposed] project...evaluated...together with other projects causing related impacts." Therefore, by definition, climate change under CEQA is a cumulative impact.

The County of Santa Barbara's *Final Environmental Impact Report for the Energy and Climate Action Plan* (EIR) (PMC, 2015) contains a detailed description of the proposed project's existing regional setting as it pertains to greenhouse gas emissions.

County Environmental Thresholds: CEQA Guidelines Section 15183.5(a) states,

> Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in…a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from…that existing programmatic review…a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan…

In May 2015, the County of Santa Barbara Board of Supervisors adopted the *Energy and Climate Action Plan* (ECAP) (County of Santa Barbara Long Range Planning Division, 2015) and certified the accompanying EIR (SCH# 20144021021) (County of Santa Barbara, 2015). The ECAP meets the criteria in CEQA Guidelines Section 15183.5(b) for a "plan to reduce greenhouse gas emissions." The ECAP commits the County to reduce community-wide greenhouse gas emissions by 15 percent below 2007 levels by 2020 consistent with the California Global Warming Solutions Act of 2006 (AB 32) and the related *Climate Change Scoping Plan* (California Air Resources Board, 2008). The ECAP includes specific local measures that will help meet this emission reduction target. Concurrent with the ECAP, the Board of Supervisors also adopted an amendment to the Energy Element of the Comprehensive Plan that requires the County to monitor progress meeting the emission reduction target and, as necessary, update the ECAP.

The ECAP included a greenhouse gas emissions forecast for unincorporated Santa Barbara County to 2020. The growth estimates used in the emissions forecast came from the *Santa Barbara County Regional Growth Forecast 2005-2040* (Santa Barbara County Association of Governments, 2007) and incorporated 2010 U.S. Census data where available. The estimates were based on factors such as population projections, vehicle trends, and planned land uses. The sources of greenhouse gas emissions included various sectors, such as transportation, residential energy, commercial energy, off-road, solid waste, agriculture, water and wastewater, industrial energy, and aircraft. As a result, most residential and commercial projects that are consistent with the County's zoning (in 2007) were included in the forecast. However, certain projects were not included in the emissions forecast, such as stationary source projects (e.g., large boilers, gas stations, auto body shops, dry cleaners, oil and gas production facilities, and water treatment facilities), Comprehensive Plan amendments, and community plans that exceed the County's projected population and job growth.

A proposed project that was included in the ECAP's emissions forecast may tier from the ECAP's EIR for its CEQA analysis of greenhouse gas emissions. A project that tiers from the ECAP's EIR is considered to be in compliance with the requirements in the ECAP and, therefore, its incremental contribution to a cumulative effect is not cumulatively considerable (Class III).

Impact Discussion:

(a-b) Staff analyzed the project considering the County's baseline GHG emissions inventory (2007) and GHG emissions forecast (2020) in the adopted ECAP. Considering the scope of the project, staff concluded that the project was included in the County's GHG emissions forecast (2020).

The project consists of a pathway, crossing gates, and other components of a pedestrian rail crossing. The crossing would consolidate more than a dozen existing informal pedestrian crossings into one new legal pedestrian crossing that provides safe public access to the beach.

The project site is zoned Limited Commercial (C-1), Transportation Corridor (TC), and Single Family Residential (10-R-1). According to the Coastal Zoning Ordinance, the proposed rail crossing is a permitted land use with a Coastal Development Permit. As a result, the project would not require a comprehensive plan or zoning ordinance amendment. The project also would not result in any new use or development that would

affect the County's anticipated growth in population, housing, and, jobs and, therefore, would not have growth-inducing impacts.

Operation of the rail crossing would not generate greenhouse gas emissions and, therefore, would not increase forecasted GHG emissions. However, temporary, minor GHG emissions from construction equipment would occur during construction of the rail crossing. These emissions would be negligible and minimized through existing and future programmatic reduction measures in the ECAP, such as Measure BE 10, Construction Equipment Operations, which focuses on best management practices (BMPs) for construction equipment operation. Examples of BMPs include reduced equipment idling, use of alternative fuels or electrification of equipment, and proper maintenance and labeling of equipment.

Cumulative Impacts: The ECAP quantifies and forecasts greenhouse gas emissions for certain non-stationary sectors within unincorporated Santa Barbara County through 2020. It also contains specific local measures that will collectively reduce those emissions by 15 percent below 2007 levels by 2020. As discussed under "Impact Discussion" above, the proposed project was included in the ECAP's greenhouse gas emissions forecast. As a result, the project will tier from the ECAP's certified EIR for its cumulative impact analysis of greenhouse gas emissions. The EIR contains a programmatic analysis of greenhouse gas emissions for unincorporated Santa Barbara County.

The ECAP contains County and community-wide programmatic rather than mandatory project-specific measures to achieve the specified greenhouse gas emissions reduction target by 2020. The County recently created the Energy and Sustainability Initiatives Division and is taking other steps to implement and monitor the effectiveness of these measures throughout the unincorporated county. Therefore, the project complies with the requirements of the ECAP and, as provided in CEQA Guidelines 15183.5(b), its incremental contribution to the cumulative effect is not cumulatively considerable and would not have a significant impact on the environment (Class III).

Mitigation and Residual Impact: As potential impacts are less than significant, no additional mitigation is necessary. Therefore, residual impacts would be less than significant.

4.10 HAZARDOUS MATERIALS/RISK OF UPSET

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)?				✓	
b. The use, storage or distribution of hazardous or toxic materials?				✓	
c. A risk of an explosion or the release of hazardous substances (e.g., oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions?				✓	
d. Possible interference with an emergency response plan or an emergency evacuation plan?				✓	
e. The creation of a potential public health hazard?				✓	

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
f. Public safety hazards (e.g., due to development near chemical or industrial activity, producing oil wells, toxic disposal sites, etc.)?				✓	
g. Exposure to hazards from oil or gas pipelines or oil well facilities?				✓	
h. The contamination of a public water supply?				✓	

Existing Setting: The county contains various sources of hazardous waste/materials, such as industrial facilities, landfills, mineral extraction facilities, gas stations, and produce coolers. There is no evidence that hazardous materials were used, stored, or spilled on the project site.

County Environmental Thresholds: The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015), Section 15 – "Public Safety Thresholds," addresses involuntary public exposure from projects involving significant quantities of hazardous materials. The threshold addresses the likelihood and severity of potential accidents to determine whether the safety risks of a project exceed significant levels.

Impact Discussion:

(a-h) The project site consists of County ROW, UPRR ROW, and sandy beach. There is no evidence that hazardous materials were used, stored, or spilled on-site in the past, and there are no aspects of the proposed use that would involve hazardous materials at levels that would constitute a hazard to human health or the environment.

Cumulative Impacts: As the proposed project would not have any impacts related to hazardous materials, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts related to hazardous materials.

Mitigation and Residual Impacts: As there are no potential impacts, mitigation is not necessary and residual impacts would not occur.

4.11 HISTORIC RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Adverse physical or aesthetic impacts on a structure or property at least 50 years old and/or of historic or cultural significance to the community, state or nation?				✓	
b. Beneficial impacts to an historic resource by providing rehabilitation, protection in a conservation/open easement, etc.?				✓	

Existing Setting: The County of Santa Barbara contains numerous historic structures and properties, some of which date back to Spain's colonization of Alta California in the 1700s. Within the unincorporated county, the County has designated some of these resources as Historic Landmarks or

Places of Historic Merit. Currently, 50 Historic Landmarks and 21 Places of Historic Merit exist within the unincorporated county. Casa Blanca Pool House is the nearest Historic Landmark to the project site, located approximately 0.7 miles to the southeast. No Places of Historic Merit exist near project site.

County Environmental Thresholds: Historic resources are evaluated and addressed in a manner similar to archaeological and ethnic resources. (For more details, see Subsection 4.5, "Cultural Resources," above). Any structure or property 50 years or older is considered potentially significant and is subject to a formal evaluation of significance using the criteria in the County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015), Section 8 – "Cultural Resources Guidelines Archaeological, Historical and Ethnic Elements," and CEQA Guidelines Section 15064.5 (Determining the Significance of Impacts to Archeological and Historical Resources). Structures and properties determined to be significant are considered a "historical resource" under CEQA.

Impact Discussion:

(a-b) No historic structures or properties of historical significance currently exist on the project site. The proposed project does not include the demolition or alteration of structures in excess of 50 years in age. Nor would the project alter the contextual nature of the site in a manner which would significantly degrade the historical significance of existing structure(s). As a result, no impacts to historic resources are anticipated.

Cumulative Impacts: As the proposed project would not have any impacts on historic resources, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts on historic resources.

Mitigation and Residual Impacts: As there are no potential impacts, mitigation is not necessary and residual impacts would not occur.

4.12 LAND USE

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Structures and/or land use incompatible with existing land use?				✓	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓	
c. The induction of substantial growth or concentration of population?				✓	
d. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?				✓	
e. Loss of existing affordable dwellings through demolition, conversion or removal?				✓	

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
f. Displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓	
g. Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓	
h. The loss of a substantial amount of open space?				✓	
i. An economic or social effect that would result in a physical change? (i.e. Closure of a freeway ramp results in isolation of an area, businesses located in the vicinity close, neighborhood degenerates, and buildings deteriorate. Or, if construction of new freeway divides an existing community, the construction would be the physical change, but the economic/social effect on the community would be the basis for determining that the physical change would be significant.)				✓	
j. Conflicts with adopted airport safety zones?				✓	

Existing Setting: The project site includes roadway and railroad transportation uses, and a public beach. The surrounding land uses include a County road (Santa Claus Lane), Caltrans stockpile yard, and U.S. 101 to the east; the beach and Pacific Ocean to the west; and commercial and residential uses to the south and north (Casa Blanca Beach Estates and Padaro Lane residential area, respectively).

County Environmental Thresholds: The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015) contains no specific thresholds for land use. Generally, a significant impact may occur if a proposed project would be potentially inconsistent with policies and standards adopted by an agency for the purposes of environmental protection or would result in substantial growth inducing effects.

Impact Discussion:

(a-j) The proposed project would not cause a physical change that would conflict with adopted environmental policies or regulations. The proposed project does not require demolition, conversion, or removal of structures. It does not propose residential development or other type of development that could result in growth of population, loss of affordable housing, loss of open space, or displacement of people. The proposed project does not involve the extension of a sewer trunk line, and does not conflict with any airport safety zones. The proposed project is compatible with existing land uses, and similar rail crossings are located less than half mile in each direction of the proposed crossing. Therefore, the proposed project would not result in any land use impacts.

Cumulative Impacts: As the proposed project would not have any land use impacts, the proposed project combined with other similar projects would not result in any cumulatively considerable land use impacts.

Mitigation and Residual Impacts: As there are no potential impacts, mitigation is not necessary and residual impacts would not occur.

4.13 NOISE

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Long-term exposure of people to noise levels exceeding County thresholds (e.g. locating noise sensitive uses next to an airport)?				✓	
b. Short-term exposure of people to noise levels exceeding County thresholds?		✓			
c. Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?			✓		

Existing Setting: The project site is located within the 70 dB or greater noise contour for the existing community noise environment (Santa Barbara County, 1979). Noise near the project site is generated by vehicles on U.S. 101 and Santa Claus Lane and trains on the UPRR rail line. Occasional noise levels generated by trains include noise from rail cars (75-85 dB(A) at 100 feet), train engines (90-95 dB(A) at 100 feet), and train whistles (96-110 dB(A) at 100 feet) to warn pedestrians and motorists of a train approaching an at-grade crossing (Federal Railroad Administration, 2015). Noise would also be generated by the rail crossing warning bells (approximately 75 dB(A) at 100 feet).

Surrounding noise-sensitive uses consist of oceanfront residential dwellings. The nearest residential dwellings are located approximately 650 feet to the north (Padaro Lane) and 1,700 feet to the south (Casa Blanca Beach Estates) on the seaward side of the proposed rail crossing. A new mixed-use development is currently under construction approximately 550 feet to the south, on the landward side of the proposed rail crossing. Several restaurants, shops, offices, and other commercial uses exist approximately 1,000 to 2,100 feet to the south on the landward side of the proposed crossing. The County's *Environmental Thresholds and Guidelines Manual* does not include commercial uses as noise-sensitive uses. Nonetheless, this analysis would apply to residential as well as commercial uses.

County Environmental Thresholds: Noise is defined as unwanted or objectionable sound that is measured on a logarithmic scale and commonly expressed in decibels (dB). For example, a soft whisper measures at 30 dB(A) and a lawn mower measures at 100 dB(A) at five feet. The letter "A" refers to noise levels that are "A-weighted" to correlate fairly the subjective assessments of noise level and annoyance. In noise-sensitive settings, the sounds generated at night are often more intrusive than sounds generated during the day. This is the case because outdoor background noise levels and indoor household activities are lower at night, making individual noise events stand out more sharply. Community Noise Equivalent Level (CNEL) is a noise index that attempts to take into account differences in intrusiveness between daytime and nighttime noises.

The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015), Section 13 – "Noise Thresholds," specifies that a proposed project that would generate noise levels in excess of 65 dB(A) CNEL for exterior exposure and 45 dB(A) CNEL for interior exposure may have a significant impact on surrounding noise-sensitive land uses. The thresholds identify noise-sensitive land uses to include residential dwellings.

Impact Discussion:

(a) The proposed project would not introduce residential dwellings, hospitals, educational facilities, or any other noise-sensitive uses to the area. Therefore, the proposed project would have no impact on long-term exposure of people to noise levels exceeding County thresholds.

(b) The proposed project would be within 1,600 feet of sensitive receptors (i.e., Padaro Lane and new mixed-use development residential dwellings) and could result in a potentially significant impact from noise generated by short-term grading and construction activities. Grading and construction activities could generate noise from mobile and stationary construction equipment. To mitigate this impact to less than significant, the County's standard mitigation measures would limit construction activities to weekdays between the hours of 8:00 AM and 5:00 PM, and require acoustic equipment-shielding for stationary construction equipment that generates noise of 65 dB(A) or greater at the project boundaries. These mitigation measures are included as Noise-02 and Noise-04 below. Therefore, the proposed rail crossing would have a less than significant impact with mitigation of short-term exposure of people to noise levels exceeding County thresholds.

(c) The project would provide an at-grade rail crossing. It would not increase the number of trains per day, introduce new train noises, or increase the pitch (hertz) of existing train whistles. However, the project would result in minor increases in the duration of existing train whistles and warning bells (crossing signals).

Pursuant to federal law, train engineers must sound locomotive whistles when approaching any "unsealed" public at-grade crossing, defined as a rail and roadway crossing without grade separation, quad gating, or crossing guard with a median barrier.[1] Federal law also requires each lead locomotive to have a whistle that produces a noise level of a minimum of 96 dB(A) and a maximum of 110 dB(A). In addition, locomotive engineers must begin to sound the train whistle at least 15 seconds, and no more than 20 seconds, in advance of at-grade rail crossings. If a train is traveling faster than 60 miles per hour, engineers must sound the whistle beginning at a point 1,320 feet (¼ mile) in advance of a rail crossing and ending once the crossing is occupied by the locomotive (Federal Railroad Administration, 2015). The standardized whistle sequence consists of two long, one short, and one long blasts.

The proposed rail crossing is located between two existing rail crossings, Padaro Lane crossing approximately 850 feet (0.16 miles) north and Sand Point Road crossing approximately 2,350 feet (0.45 miles) south. The two existing rail crossings are equipped with four "whistle boards." The whistle boards are signs that identify the point at which the locomotive engineer of an approaching train must begin sounding the whistle sequence. These boards are located ¼ mile, one in each direction of train travel, northbound and southbound, from the existing Padaro Lane and Sand Point Road rail crossings. Accordingly, it can be presumed that trains traveling through the project site are moving at a speed of at least 60mph. Therefore, to comply with federal law, the proposed rail crossing would result in two new whistle board locations – ¼ mile north and ¼ mile south of the proposed rail crossing.

The train whistles from northbound and southbound trains already generate noise near the proposed rail crossing. Currently, the northbound train engineers begin sounding the whistle sequence ¼ mile from the existing Sand Point Lane crossing and end once the locomotive occupies the crossing. They begin to sound the sequence again in approximately 0.3 miles once the locomotive is ¼ mile in advance of the existing rail crossing at Padaro Lane. Adding the proposed rail crossing 850 feet south of the existing Padaro Lane crossing would require northbound train engineers to begin sounding the whistle sequence 850 feet sooner than they currently do, and end once the locomotive passes the proposed rail crossing and occupies the existing Padaro Lane crossing. As a result, the nearby residents and businesses could hear the northbound train whistle for a longer period. Presuming that the trains travel at the speed of 60 miles per hour, the increase in whistle duration from northbound trains could be up to 10 seconds. However, train engineers would sound the whistle using the standard sequence rather than continuously, resulting in fewer than 10 seconds of additional noise.

The southbound train engineers currently begin sounding the whistle sequence ¼ mile in advance of the existing Padaro Lane crossing and end once the locomotive occupies the crossing. They begin to sound the sequence again in approximately 0.3 miles once the locomotive is ¼ mile in advance of the next existing rail crossing at Sand Point Lane. Adding the proposed rail crossing 850 feet south of the existing Padaro Lane crossing would require

[1] The Swift Rail Development Act, enacted in 1994.

southbound train engineers to continue sounding the whistle for an additional 850 feet after it passes the Padaro Lane crossing and occupies the proposed rail crossing. Presuming that southbound trains also travel at the speed of 60 miles per hour, the increase in whistle duration from southbound trains would be no more than 10 seconds.

Pursuant to federal law, automatic rail crossing warning devices, including warning bells, must activate at least 20 seconds before a locomotive occupies an at-grade crossing. As discussed above, the rail cars, train engines, and train whistles of southbound and northbound trains already generate noise that is louder than the noise that the proposed warning bells would generate. Therefore, the noise from the warning bells would be quieter and difficult to distinguish from other noises generated by the trains. Moreover, the proposed at-grade crossing and associated warning bells would be located approximately 650 feet south and 550 feet north of the nearest noise sensitive land uses, which are the Padaro Lane residential community and new mixed-use development, respectively. Given these distances, the warning bells would generate noise levels less than 65 dB(A) at the property lines of these noise sensitive land uses. Accordingly, noise from the warning wells would be less than significant.

Based on the above discussion, the proposed project would not generate a substantial increase in ambient noise level for adjoining areas. The area already has two existing rail crossings and experiences noise from warning bells, and northbound and southbound train engines, whistles, and rail cars. Because the project site is in close proximity of the existing rail crossings, the project would not introduce a new source of noise. Rather, it would result in a minor increase in the duration of existing noises. This minor increase in duration would be difficult to distinguish from the existing ambient noise environment and, therefore, the proposed project would result in a less than significant impact on ambient noise level for adjoining areas.

Cumulative Impacts: The proposed mitigation would reduce potential short-term noise impacts caused by construction activities to a less than significant level. The proposed project combined with other similar projects would not result in any cumulatively considerable noise impacts on sensitive receptors.

Mitigation and Residual Impacts: The following mitigation measures would reduce potential short-term noise impacts caused by construction activities to a less than significant level:

Noise-02 **Noise-02 Construction Hours.** The Owner, including all contractors and subcontractors shall limit construction activity, including equipment maintenance and site preparation, to the hours between 8:00 AM and 5:00 PM Monday through Friday, as specified in the County's *Toro Canyon Plan* (2004), for construction activities within 1,600 feet of residential receptors. No construction shall occur on weekends or State holidays. Any subsequent amendment to the Comprehensive General Plan, applicable Community or Specific Plan, or Zoning Code noise standard upon which these construction hours are based shall supersede the hours stated herein.
PLAN REQUIREMENTS: The Owner shall provide and post a sign stating these restrictions at all construction site entries.
TIMING: Signs shall be posted prior to commencement of construction and maintained throughout construction.
MONITORING: County Planning and Development permit compliance staff shall conduct site inspections to ensure compliance prior to grading and construction activities.

Noise-04 **Noise-04 Equipment Shielding-Construction.** Stationary construction equipment that generates noise which exceeds 65 dBA at the project boundaries shall be shielded with appropriate acoustic shielding to Planning and Development's satisfaction and shall be located at a minimum of 100 feet from occupied residences.
PLAN REQUIREMENTS: The Owner shall designate the equipment area with appropriate acoustic shielding on building and grading plans.
TIMING: Equipment and shielding shall be installed prior to construction and remain in the designated location throughout construction activities.
MONITORING: County Planning and Development permit compliance staff shall conduct site inspections to ensure compliance prior to grading and construction activities.

With the incorporation of these measures, residual impacts would be less than significant.

4.14 PUBLIC FACILITIES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. A need for new or altered police protection and/or health care services?				✓	
b. Student generation exceeding school capacity?				✓	
c. Significant amounts of solid waste or breach any national, state, or local standards or thresholds relating to solid waste disposal and generation (including recycling facilities and existing landfill capacity)?				✓	
d. A need for new or altered sewer system facilities (sewer lines, lift-stations, etc.)?				✓	
e. The construction of new storm water drainage or water quality control facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓	

Existing Setting: Major public services include emergency services, law enforcement, fire protection, schools, library, solid waste management, water, wastewater, and specialized facilities such as landfills and jails. Fire Protection is addressed in section 4.7, "Fire Protection." Recreation and transportation-related impacts are addressed in sections 4.15, "Recreation," and 4.16, "Transportation/Circulation," respectively.

County Environmental Thresholds: According to the CEQA Guidelines, Appendix G, a project may have significant environmental impacts associated with public services if it creates a need for new construction or physical alteration of governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives. The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015), Section 18 – "Solid Waste Thresholds," includes thresholds for schools and solid waste as follows:

Schools: Impacts to County schools are generally considered significant when a project would generate sufficient students to require an additional classroom.

Solid Waste: A project is considered to result in significant impacts to landfill capacity if it would generate 196 tons per year of solid waste. This volume represents 5 percent of the expected average annual increase in waste generation, and, therefore, is considered a significant portion of the remaining landfill capacity. In addition, construction and demolition waste from new construction, remodels, and rebuilds is considered significant if it

exceeds 350 tons. A project that generates 40 tons per year of solid waste is considered to have an adverse cumulative effect on solid waste generation, and mitigation via a solid waste management plan is recommended.

Impact Discussion:

(a-e) The proposed project would not result in any new buildings, residents, or students within the area and, therefore, would have no impact on existing police, health, or education services. The proposed project would not generate solid waste. The proposed project would not require existing or new water facilities.

The proposed project would create less than 1,000 square feet of new impervious surfaces. Therefore, the project would only result in a minor amount of surface runoff and would not require new or expanded storm water drainage facilities or water quality control facilities. Therefore, the project would have no impact on public facilities.

Cumulative Impacts: As the proposed project would not have any public facilities impacts, the proposed project combined with other similar projects would not result in any cumulatively considerable public facilities impacts.

Mitigation and Residual Impacts: As there are no potential impacts, mitigation is not necessary and residual impacts would not occur.

4.15 RECREATION

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Conflict with established recreational uses of the area?				✓	
b. Conflict with biking, equestrian and hiking trails?				✓	
c. Substantial impact on the quality or quantity of existing recreational opportunities (e.g., overuse of an area with constraints on numbers of people, vehicles, animals, etc. which might safely use the area)?				✓	

Existing Setting: Santa Claus Lane has a long-established recreational use for access to the beach. No official trails are established in the project site; however, there are at least 15 informal paths from Santa Claus Lane over the railroad tracks to the beach.

County Environmental Thresholds: The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015) does not identify any thresholds for park and recreation impacts. Therefore, the three factors listed above (a,b,c) are used to analyze a project's potential impacts on recreation.

Impact Discussion:

(a-c) The proposed project would provide a safe, centrally located public access point to the beach. It would not conflict with the established recreational uses of the area, including the usual beach activities. The project site is not near any established biking, equestrian, or hiking trails. Therefore, the project would not result in any substantial impacts on the quality or quantity of existing recreational opportunities.

Cumulative Impacts: As the proposed project would not have any recreation impacts, the proposed project combined with other similar projects would not result in any cumulatively considerable recreation impacts.

Mitigation and Residual Impacts: As there are no potential impacts, mitigation is not necessary and residual impacts would not occur.

4.16 TRANSPORTATION/CIRCULATION

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Generation of substantial additional vehicular movement (daily, peak-hour, etc.) in relation to existing traffic load and capacity of the street system?				✓	
b. A need for private or public road maintenance, or need for new road(s)?				✓	
c. Effects on existing parking facilities, or demand for new parking?				✓	
d. Substantial impact upon existing transit systems (e.g. bus service) or alteration of present patterns of circulation or movement of people and/or goods?				✓	
e. Alteration to waterborne, rail or air traffic?				✓	
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians (including short-term construction and long-term operational)?				✓	
g. Inadequate sight distance?				✓	
ingress/egress?				✓	
general road capacity?				✓	
emergency access?				✓	
h. Impacts to Congestion Management Plan system?				✓	

Existing Setting: The project site includes County ROW on Santa Claus Lane, and a railroad transportation corridor. The surrounding transportation uses to the north include U.S. 101 and Via Real.

County Environmental Thresholds: The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015), Section 19 – "Thresholds of Significance for Traffic Impacts and Contents of a Traffic Study," indicates that a significant traffic impact would occur when:

- An addition of project traffic to an intersection increases the volume to capacity ratio by a specific value;
- Project access to a major road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal;
- A project adds traffic to a roadway that has design features or receives use which would be incompatible;
- Project traffic would utilize a substantial portion of an intersection capacity where the intersection is currently operating at an acceptable level of service but with cumulative traffic would degrade to unacceptable level of service.

Impact Discussion:

(a-h) The proposed project is limited to a pedestrian at-grade rail crossing, pedestrian pathway, and fence to provide a safe, centrally located public beach access point to the beach. As such, it would reduce hazards to pedestrians accessing the beach. The project would not increase vehicular traffic to or from the site, nor would it affect roadways, driveways, parking facilities, levels of service, bus transit, or bicycle systems. The project would not alter waterborne, rail, or air traffic operations. Therefore, the proposed project would not have any adverse impacts on transportation/circulation.

Cumulative Impacts: As the proposed project would not have any transportation/circulation impacts, the proposed project combined with other similar projects would not result in any cumulatively considerable transportation/circulation impacts.

Mitigation and Residual Impacts: As there are no potential impacts, mitigation is not necessary and residual impacts would not occur.

4.17 WATER RESOURCES/FLOODING

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?				✓	
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?		✓			
c. Change in the amount of surface water in any water body?				✓	
d. Discharge, directly or through a storm drain system, into surface waters (including but not limited to wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc) or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?		✓			
e. Alterations to the course or flow of flood water or need for private or public flood control projects?				✓	
f. Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis, sea level rise, or seawater intrusion?			✓		
g. Alteration of the direction or rate of flow of groundwater?				✓	
h. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?				✓	
i. Overdraft or over-commitment of any groundwater basin? Or, a significant increase in the existing overdraft or over-commitment of any groundwater basin?				✓	

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
j. The substantial degradation of groundwater quality including saltwater intrusion?				✓	
k. Substantial reduction in the amount of water otherwise available for public water supplies?				✓	
l. Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?		✓			

Existing Setting: The project site adjoins the Pacific Ocean and is within the 100-year flood hazard area as identified by the Federal Emergency Management Agency (FEMA), which is the area that will be inundated by the flood event having a 1 percent chance of being equaled or exceeded in any given year.

County Environmental Thresholds: The County's *Environmental Thresholds and Guidelines Manual* (Revised July 2015), Section 17 – "Surface and Storm Water Quality Significance Guidelines," identifies project-specific impacts that would be considered significant. In part, a project's effect on water quality and hydrology are considered significant if the project:

- Increases the amount of impervious surfaces on a site by 25 percent or more;
- Results in channelization or relocation of a natural drainage channel;
- Results in removal or reduction of riparian vegetation or other vegetation (excluding non-native vegetation removed for restoration projects) from the buffer zone of any streams, creeks or wetlands; or
- Discharges pollutants that exceed the water quality standards set forth in the applicable NPDES permit.

Impact Discussion:

(a, c, e, and g) The proposed project is limited to a pedestrian at-grade rail crossing, pedestrian pathway, and a fence to provide a safe, centrally located public beach access point to the beach. The nearest body of water to the project site is the Pacific Ocean, which is more than 100 feet to the west. As such, the project would not cause changes in currents, direction of water movements, surface water, flood waters, groundwater, or drinking water supplies. The proposed project would not result in channelization, is not an industrial project, and would not discharge any pollutants into a surface water bodies. Therefore, the proposed project would have no impact on water resources/flooding per questions a, c, e, and g above. The proposed project's potential impacts to wetlands are discussed in section 4.4, "Biological Resources."

(b, d and l) The proposed project would create minor amounts of additional storm water runoff as a result of newly constructed impermeable surfaces (i.e., pedestrian pathway). The area of the concrete pedestrian pathway would be approximately 1,000 square feet (approximately 14 feet wide and 90 feet long) on the landward side of the railroad tracks. The additional storm water runoff from the narrow pedestrian pathway would be less than significant. Construction activities such as grading could also potentially create temporary runoff and erosion. To avoid any potential impacts to the water resources, the County's standard mitigation measures WatConv-01 and Geo-02, included as a mitigation measures below, would ensure that no significant increase in erosion or storm water runoff would occur. The washing of construction equipment on-site could potentially introduce stormwater pollutants into groundwater or surface water. In order to

prevent the introduction of storm water pollutants, the project would incorporate mitigation measure Bio-20a (see Section 4.4, Biological Resources).

(f) As discussed above in section 4.8, "Geologic Processes," the proposed project's potential impacts related to sea level rise would be less than significant. The proposed project includes no residences, commercial buildings, or other habitable structures and poses no immediate threat to people or property. The portion of the project that is on the landward site of the tracks is within the flood hazard overlay. As with the existing condition, potential flooding of the project site would result in closing the rail line such that there would be no impact to trains or riders. Therefore, potential impacts from sea level rise and flooding would be less than significant.

Cumulative Impacts: As the proposed mitigation would reduce potential impacts on water resources/flooding to a less than significant level, the proposed project combined with other similar projects would not result in any cumulatively considerable impacts on water resources/flooding.

Mitigation and Residual Impacts: The following mitigation measures would reduce the proposed project's water resources/flooding impacts to a less than significant level:

WatConv-01 **WatConv-01 Sediment and Contamination Containment.** The Owner shall prevent water contamination during construction by implementing the following construction site measures:

a. All entrances/exits to the construction site shall be stabilized using methods designed to reduce transport of sediment off site. Stabilizing measures may include but are not limited to use of gravel pads, steel rumble plates, temporary paving, etc. Any sediment or other materials tracked off site shall be removed the same day as they are tracked using dry cleaning methods. Entrances/exits shall be maintained until graded areas have been stabilized by structures, long-term erosion control measures or landscaping.
b. Apply concrete, asphalt, and seal coat only during dry weather.
c. Cover storm drains and manholes within the construction area when paving or applying seal coat, slurry, fog seal, etc.
d. Store, handle and dispose of construction materials and waste such as paint, mortar, concrete slurry, fuels, etc. in a manner which minimizes the potential for storm water contamination.

PLAN REQUIREMENTS: The Owner shall ensure all above construction site measures are printed as notes on plans.
TIMING: Stabilizing measures shall be in place prior to commencement of construction. Other measures shall be in place throughout construction.
MONITORING: The Owner/Applicant shall demonstrate compliance with these measures to P&D compliance monitoring staff as requested during construction.

Geo-02 **Erosion and Sediment Control Plan.** Where required by the latest edition of the California Green Code and/or Chapter 14 of the Santa Barbara County Code, a Storm Water Pollution Prevention Plan (SWPPP), Storm Water Management Plan (SWMP) and/or an Erosion and Sediment Control Plan (ESCP) shall be implemented as part of the project. Grading and erosion and sediment control plans shall be designed to minimize erosion during construction and shall be implemented for the duration of the grading period and until re-graded areas have been stabilized by structures, long-term erosion control measures or permanent landscaping. The Owner shall submit the SWPPP, SWMP or ESCP using Best Management Practices (BMP) designed to stabilize the site, protect natural watercourses/wetlands, prevent erosion, convey storm water runoff to existing drainage systems keeping contaminants and sediments onsite. The SWPPP, SWMP or ESCP shall be a part of the Grading Plan submittal. Information on Erosion Control requirements can be found on the County web site re: Grading Ordinance Chapter 14 (http://sbcountyplanning.org/building/grading.cfm) refer to Erosion and Sediment Control Plan Requirements; and in the California Green Code for SWPPP (projects < 1 acre) and/or SWMP requirements.

PLAN REQUIREMENTS: The grading and SWPPP, SWMP and/or ESCP shall be submitted for review and approved by P&D prior to approval. The plan shall be designed to address erosion, sediment and pollution control during all phases of development of the site until all disturbed areas are permanently stabilized.

TIMING: The SWPPP requirements shall be implemented prior to the commencement of grading and throughout the year. The ESCP/SWMP requirements shall be implemented between November 1st and April 15th of each year, except pollution control measures shall be implemented year round.

MONITORING: County Planning and Development permit compliance staff shall conduct site inspections to ensure compliance during grading and construction activities.

With the incorporation of these measures, residual impacts would be less than significant.

5.0 INFORMATION SOURCES

5.1 County Departments Consulted:

Public Works, Flood Control, Parks, Sherriff, Fire.

5.2 Comprehensive Plan

✓	Seismic Safety/Safety Element		Conservation Element
	Open Space Element	✓	Noise Element
✓	Coastal Plan and Maps	✓	Circulation Element
✓	ERME		

5.3 Other Sources:

✓	Field work		Ag Preserve maps
	Calculations		Flood Control maps
✓	Project plans	✓	Other technical references (reports, survey, etc.)
	Traffic studies		
✓	Records	✓	Planning files, maps, reports
	Grading plans	✓	Zoning maps
✓	Elevation, architectural renderings	✓	Soils maps/reports
✓	Published geological map/reports	✓	Plant maps
✓	Topographical maps	✓	Archaeological maps/reports

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6.0 PROJECT SPECIFIC (short- and long-term) AND CUMULATIVE IMPACT SUMMARY

The proposed project would result in project-specific impacts that are significant but mitigable in the following issue areas: air quality, biological resources, cultural resources, noise, and water resources/flooding. Mitigation measures applied to the proposed project would ensure that the project would not result in any significant cumulative impacts.

7.0 MANDATORY FINDINGS OF SIGNIFICANCE

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
1. Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal, contribute significantly to greenhouse gas emissions or significantly increase energy consumption, or eliminate important examples of the major periods of California history or prehistory?		✓			
2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals?				✓	
3. 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.)		✓			
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓			
5. Is there disagreement supported by facts, reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR ?				✓	

1) Mitigation measures applied to this project would ensure that the project would not substantially degrade the quality of the environment. The proposed project would not 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal, contribute significantly to greenhouse gas emissions or significantly increase energy consumption, or eliminate important examples of the major periods of California history or prehistory.

2) The proposed project would not result in any short-term environmental goals to the disadvantage of long-term environmental goals.

3) Mitigation measures applied to the proposed project would ensure that the project would not result in any cumulatively considerable impacts.

4) Mitigated measures applied to the proposed project would ensure that the project would not result in any environmental effects that would cause substantial adverse effects on human beings.

5) There is no disagreement over the significance of an effect that would warrant investigation in an EIR.

8.0 PROJECT ALTERNATIVES

Pursuant to the 2016 CEQA Statute and Guidelines, project alternatives are only required for projects which would result in significant and immitigable impacts to the environment. Any potentially significant impacts resulting from the proposed pedestrian at-grade rail crossing could be mitigated to less than significant impacts. Therefore, no project alternatives were considered.

9.0 INITIAL REVIEW OF PROJECT CONSISTENCY WITH APPLICABLE SUBDIVISION, ZONING AND COMPREHENSIVE PLAN REQUIREMENTS

Coastal Land Use Plan:

Policy 3-14: All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited for development because of known soil, geologic, flood, erosion or other hazards shall remain in open space.

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

Policy 4-9: Structures shall be sited and designed to preserve unobstructed broad views of the ocean from Highway #101, and shall be clustered to the maximum extent feasible.

Policy 9-1: Prior to the issuance of a development permit, all projects on parcels shown on the land use plan and/or resource maps with a Habitat Area overlay designation or within 250 feet of such designation or projects affecting an environmentally sensitive habitat area shall be found to be in conformity with the applicable habitat protection policies of the land use plan…

Policy 9-9: A buffer strip, a minimum of 100 feet in width, shall be maintained in natural condition along the periphery of all wetlands. No permanent structures shall be permitted within the wetland or buffer area except structures of a minor nature, i.e., fences, or structures necessary to support the uses in Policy 9-10…

Policy 9-10: Light recreation such as birdwatching or nature study and scientific and educational uses shall be permitted with appropriate controls to prevent adverse impacts.

Toro Canyon Plan:

Policy PRT-TC-1: The County shall strive to provide new park facilities, increased beach access and new trails.

Action PRT-TC-2.4: The County shall pursue public access to the beach from Santa Claus Lane. Public beach access shall be formalized as soon as feasible by securing and opening a vertical accessway between Santa Claus Lane and the beach…

Policy VIS-TC-1: Development shall be sited and designed to protect public views.

DevStd VIS-TC-1.1: Development shall be sited and designed to minimize the obstruction or degradation of public views.

10.0 RECOMMENDATION BY P&D STAFF

On the basis of the Initial Study, the staff of Planning and Development:

____ Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that a Negative Declaration (ND) be prepared.

__x__ 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 an ND. The ND 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 MAY have a significant effect on the environment, and recommends that an EIR be prepared.

____ Finds that from existing documents (previous EIRs, etc.) a subsequent document (containing updated and site-specific information, etc.) pursuant to CEQA Sections 15162/15163/15164 should be prepared.

Potentially significant unavoidable adverse impact areas:

_____ With Public Hearing ___x___ Without Public Hearing

PREVIOUS DOCUMENT:

PROJECT EVALUATOR: Ryan Woolley **DATE:** 5/26/16

11.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

✓ I agree with staff conclusions. Preparation of the appropriate document may proceed.
___ I DO NOT agree with staff conclusions. The following actions will be taken:
___ I require consultation and further information prior to making my determination.

SIGNATURE: _____ **INITIAL STUDY DATE:** _____

SIGNATURE: Allen Bell **NEGATIVE DECLARATION DATE:** 3/9/16

SIGNATURE: _____ **REVISION DATE:** _____

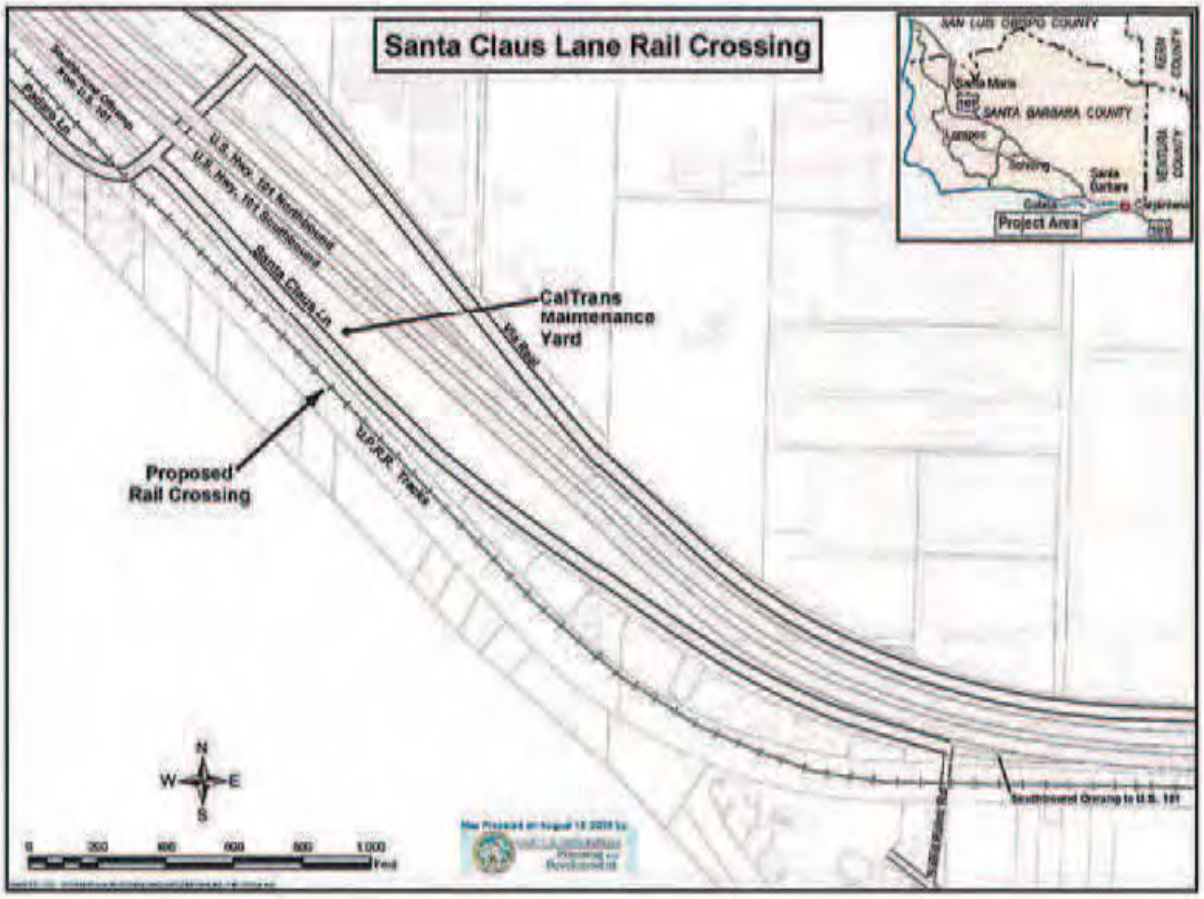
SIGNATURE: Allen Bell **FINAL NEGATIVE DECLARATION DATE:** 5/26/16

12.0 ATTACHMENTS

1. Project Location Map
2. Photographs
3. Pedestrian At-Grade Rail Crossing General Plan
4. Proposed Fence Elevation and Design
5. Proposed Fence Location
6. Mapped Wetlands Study Area
7. Proposed Rail Crossing Location in Relation to Mapped Wetlands

G:\GROUP\COMP\Planning Areas\Toro Canyon\Planning Area Projects\Santa Claus Lane\Santa Claus Lane Beach Access\Environmental Review\Initial Study MND\RR crossing MND\proposed final MND

ATTACHMENT 1: PROJECT LOCATION MAP



ATTACHMENT 2: PHOTOGRAPHS

Proposed rail crossing location

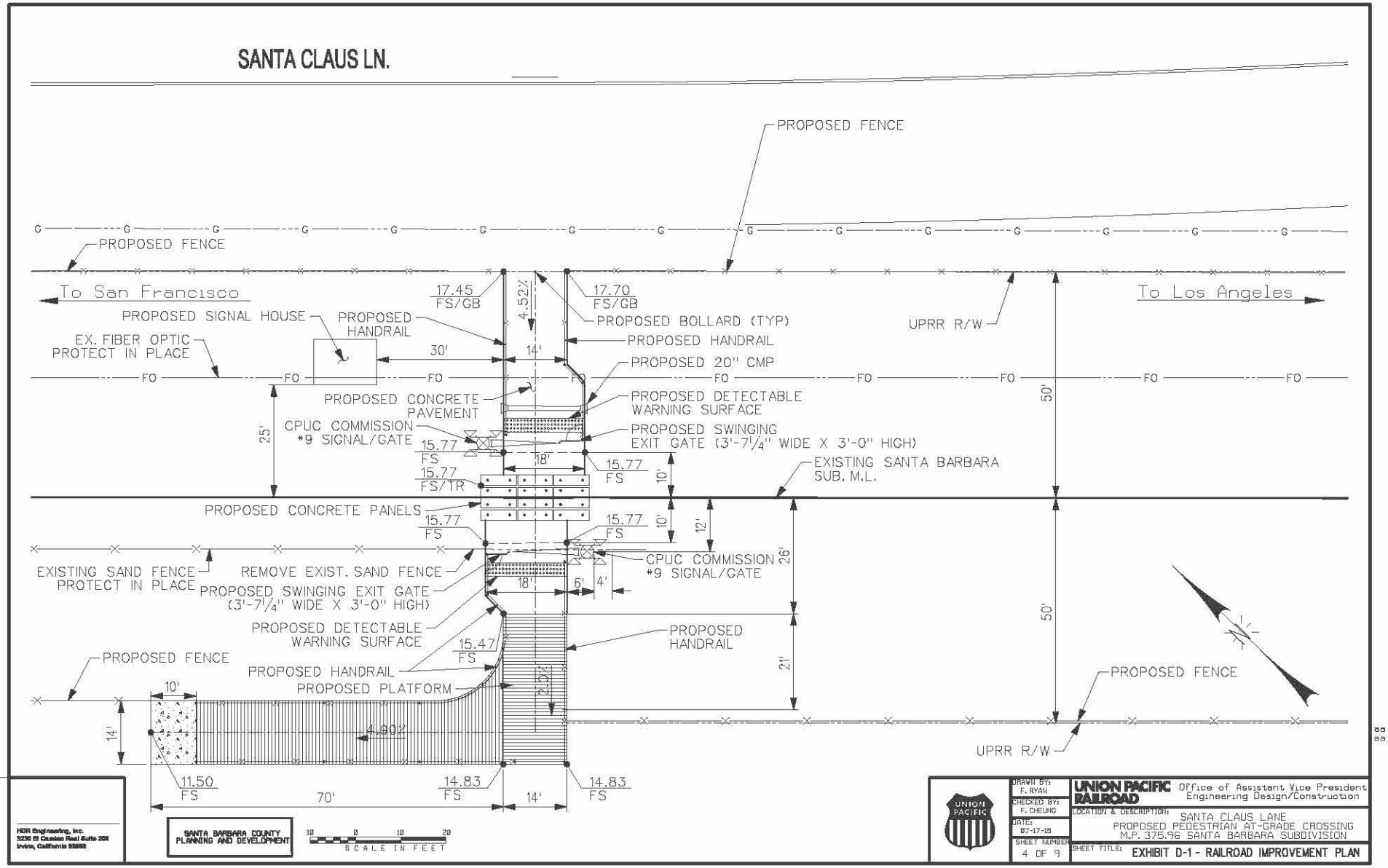
Looking seaward at existing informal crossing

Looking north towards Padaro Lane

Looking landward towards U.S. 101

Existing informal crossing and sand fence

In vicinity of outdoor restaurant



HDR Engineering, Inc.
3230 El Camino Real Suite 200
Irvine, California 92602

SANTA BARBARA COUNTY PLANNING AND DEVELOPMENT

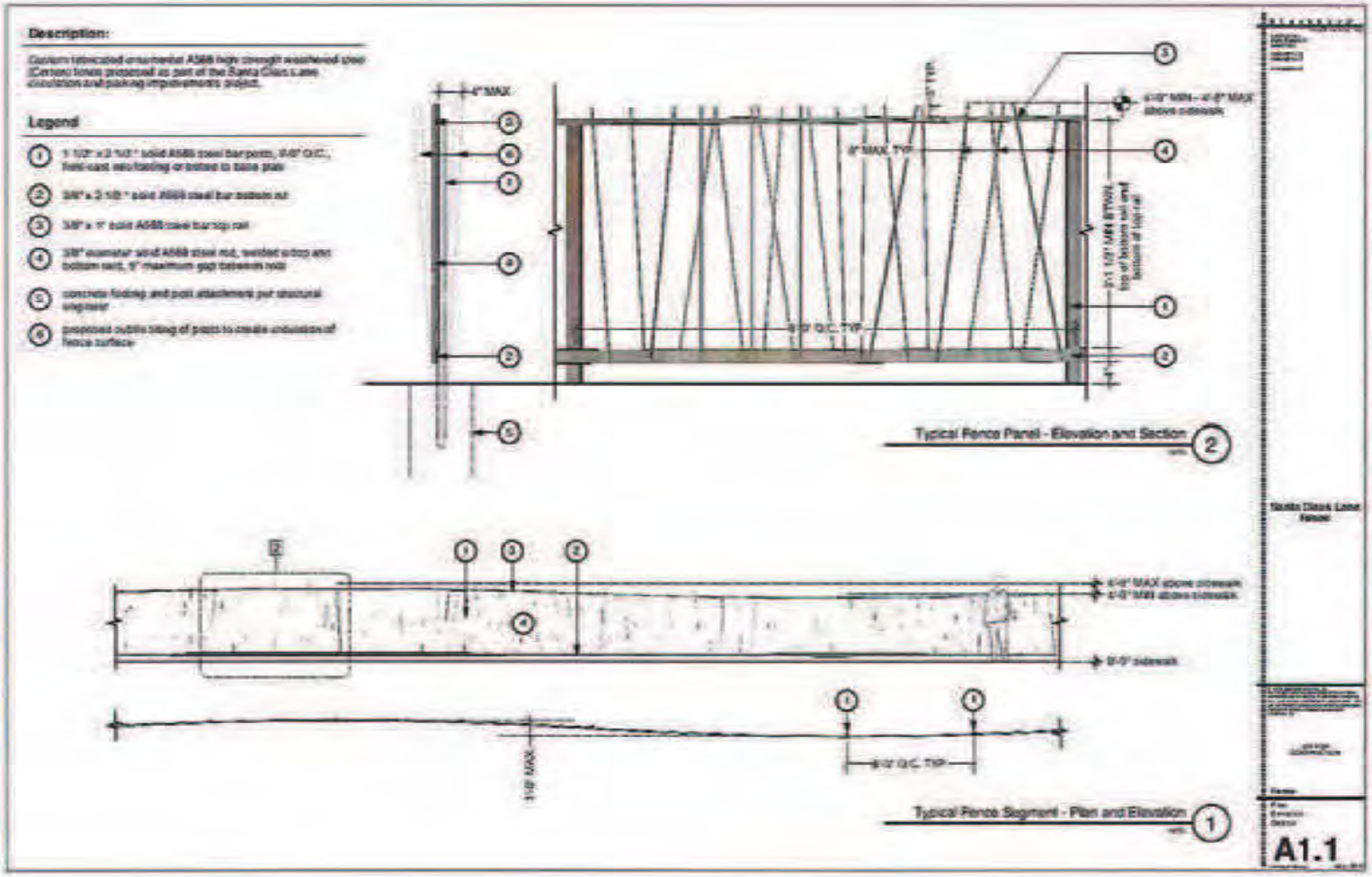
DRAWN BY: F. RYAN
CHECKED BY: F. CHEUNG
DATE: 07-17-15
SHEET NUMBER: 4 OF 9

UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design/Construction

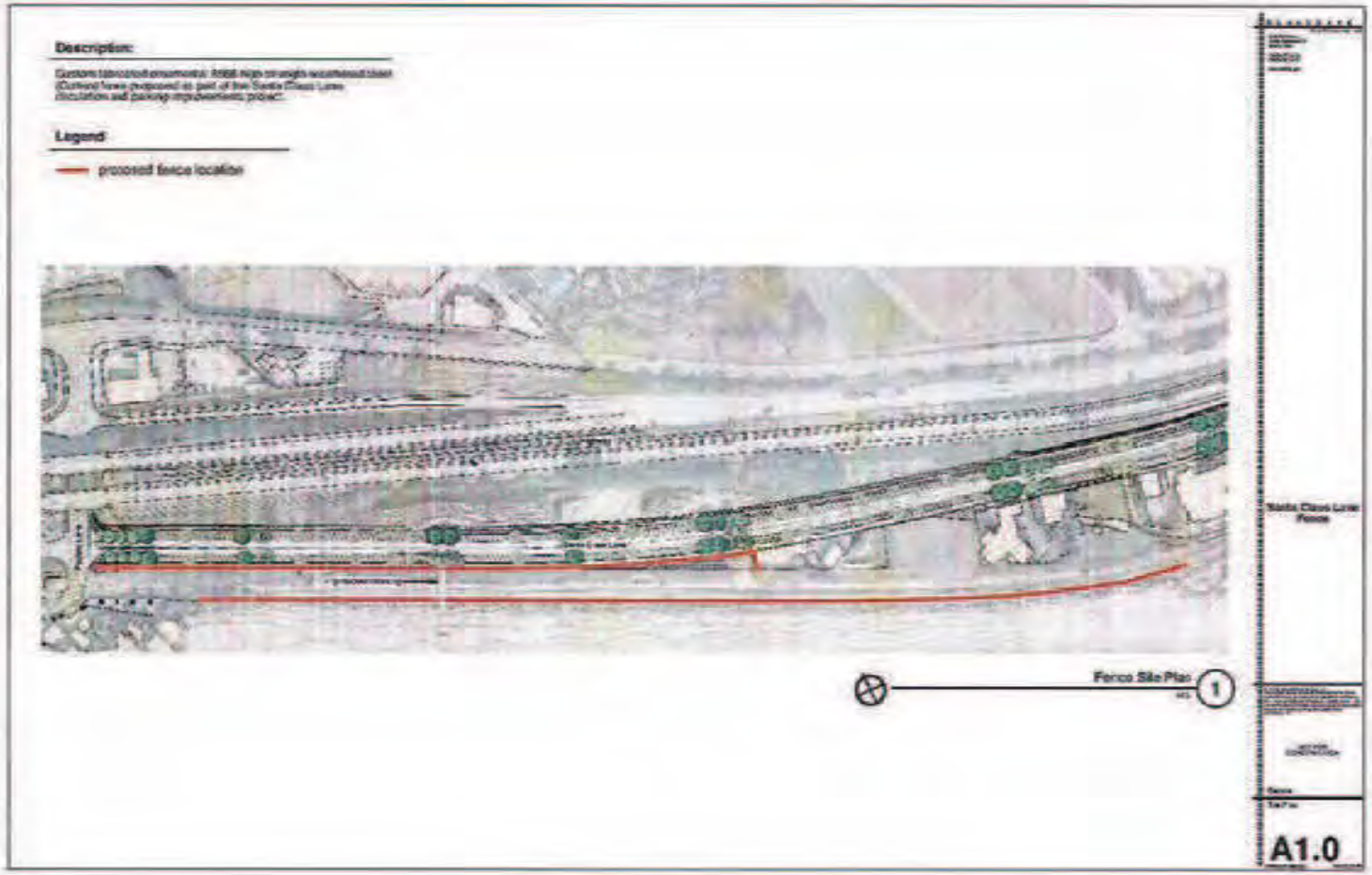
LOCATION & DESCRIPTION: SANTA CLAUS LANE
PROPOSED PEDESTRIAN AT-GRADE CROSSING
M.P. 375.96 SANTA BARBARA SUBDIVISION

SHEET TITLE: EXHIBIT D-1 - RAILROAD IMPROVEMENT PLAN

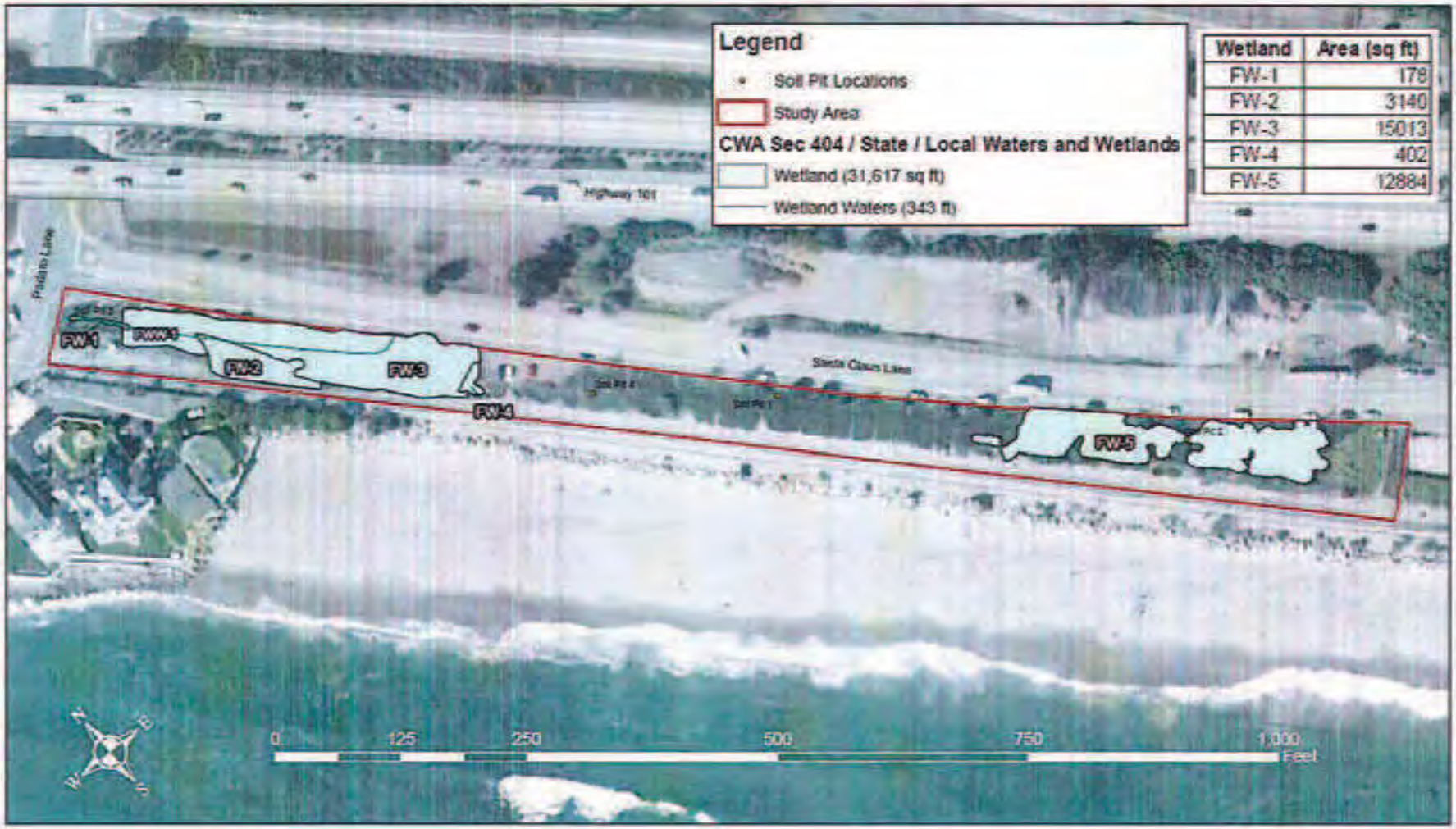
ATTACHMENT 4: PROPOSED FENCE ELEVATION AND DESIGN



Attachment 5: Proposed Fence Location



ATTACHMENT 6: MAPPED WETLANDS STUDY AREA



Santa Claus Lane
County of Santa Barbara

Big Aerial Maps
Map Updated: June 10, 2013, 11:50 AM

Althouse and Meade, Inc.
3427 Spring Street
Paso Robles, CA 93446

ATTACHMENT 7: PROPOSED RAIL CROSSING LOCATION IN RELATION TO MAPPED WETLANDS

HDR ONE COMPANY | Many Solutions

Proximity of Wetlands Areas to the Proposed UPRR Pedestrian Railroad Crossing at Santa Claus Lane

FIGURE 1

Santa Claus Lane Pedestrian Rail Crossing Railroad Grade Separation Study

Santa Barbara County Planning and Development

March 4, 2013

EXHIBIT H

Introduction

This report was prepared for the California Public Utilities Commission as part of the process for a formal application for an at-grade pedestrian rail crossing at Santa Claus Lane. The report will investigate the feasibility of a pedestrian undercrossing and overpass as alternatives to an at-grade crossing.

Santa Claus Lane is a public road located between the community of Summerland and the City of Carpinteria adjacent to U.S. Highway 101 in unincorporated Santa Barbara County. Santa Claus Lane provides access to a popular beach and commercial area for Santa Barbara County residents and visitors. The public currently crosses an active Union Pacific Railroad (UPRR) line near Mile Post 375.8 to access the beach with no legal crossing or warning system of oncoming trains. Santa Barbara County is proposing to provide safe, formalized and legal public access to the beach through construction of a single point of entry pedestrian railroad crossing. Planning for this crossing has been a priority since 2002.

Santa Claus Lane is accessed from the Santa Claus Lane/Padaro exits of southbound and northbound U.S. Highway 101. Beach users park on approximately 1,200 linear feet of the shoulder along Santa Claus Lane and use approximately 16 informal trails from the County road right-of-way (ROW) to cross UPRR tracks and access the beach (Figure 1).

Figure 1: Project Area Aerial Photo. Copyright (C) 2002-2013 Kenneth & Gabrielle Adelman, California Coastal Records Project, www.Californiacoastline.org

Photo provided by the California Coastal Records Project.

Seaward of the tracks on UPRR ROW is an approximately three foot high sand fence and boulders that beach users climb through or over to access the sandy beach. The sand fence and boulders were placed by UPRR to protect the tracks from sand and sea water intrusion. The sand fence has occasional openings for pedestrians (Figure 2).

Figure 2: Existing Informal Crossing of Tracks

Santa Claus Lane beach is approximately 120 feet wide and 2,100 feet long. Seaward of the UPRR ROW are three public and eight privately owned beach parcels, all undeveloped and used by the public for recreation. The beach is accessed year round and attracts thousands of users in the summer months. The railroad corridor is a major north-south rail route running 12 Amtrak trains per day and one through and two local freight trains twice a day. Recent projections in railroad use indicate the frequency of trains will almost double by 2020 (City of Carpinteria, 2012). The continuous rail tracks that UPRR installed are quieter than previous segmented rail tracks, thereby increasing safety hazards as rapidly approaching trains may not be audible. Many beach users have small children or dogs, making them particularly vulnerable to oncoming trains.

Design Investigation

The County considered all possible alternatives (i.e., underpass, overpass, at-grade crossing) and determined that due to unique site conditions, an at-grade pedestrian rail crossing is the only feasible option. However, grade-separated crossings are desirable because they reduce the potential conflicts between trains and people by separating the two uses. Therefore, the feasibility of two design alternatives for grade separated crossings is presented below.

Figure 3: Approximate Crossing Location

The project site includes land along the 100 foot wide UPRR ROW and County road ROW that extends southward from Padaro Lane (where there is an existing at-grade vehicle crossing) approximately 2,100 feet. The new pedestrian rail crossing would be approximately 880 feet south of where the UPRR tracks cross Padaro Lane (Mile Post 375.80) and adjacent to Santa Claus Lane. The seaward side of the crossing would end on a parcel owned by Santa Barbara County (Figure 3).

Physical Setting

Slope/Topography. The project site is a relatively flat, low-lying area between the sandy beach and Santa Claus Lane and the elevation is within 15 feet of sea level. Soils on the site are Beaches, 1-5% slopes and Camarillo, variant, fine sandy loam, 0-2% slopes (Natural Resources Conservation Service Soils Survey Map).

Existing Structures. The railroad transportation corridor includes tracks which are elevated only a few inches above the surrounding topography. The seaward side of the UPRR ROW is fronted by an approximately three foot high sand barrier fence with occasional beach access openings placed in 2008 by UPRR and an approximately 2,190 foot long, 10-15 foot wide rock protective structure probably placed between 1940 and 1942 (California State Lands Commission 2006).

The County ROW includes a 25 foot wide paved road and 20-22 foot wide unpaved shoulders used for parallel parking at the beach access area. Other than parking signs, there are no existing structures in County ROW. Between the landward side of Santa Claus Lane and U.S. 101 is a sloped embankment in the Caltrans ROW that varies from 30 to over 100 feet wide. An approximately 100 feet wide, 1,000 foot long, flat portion of the ROW is used by Caltrans for materials and maintenance equipment storage, surrounded by a chain link fence. See Figure 4 for details.

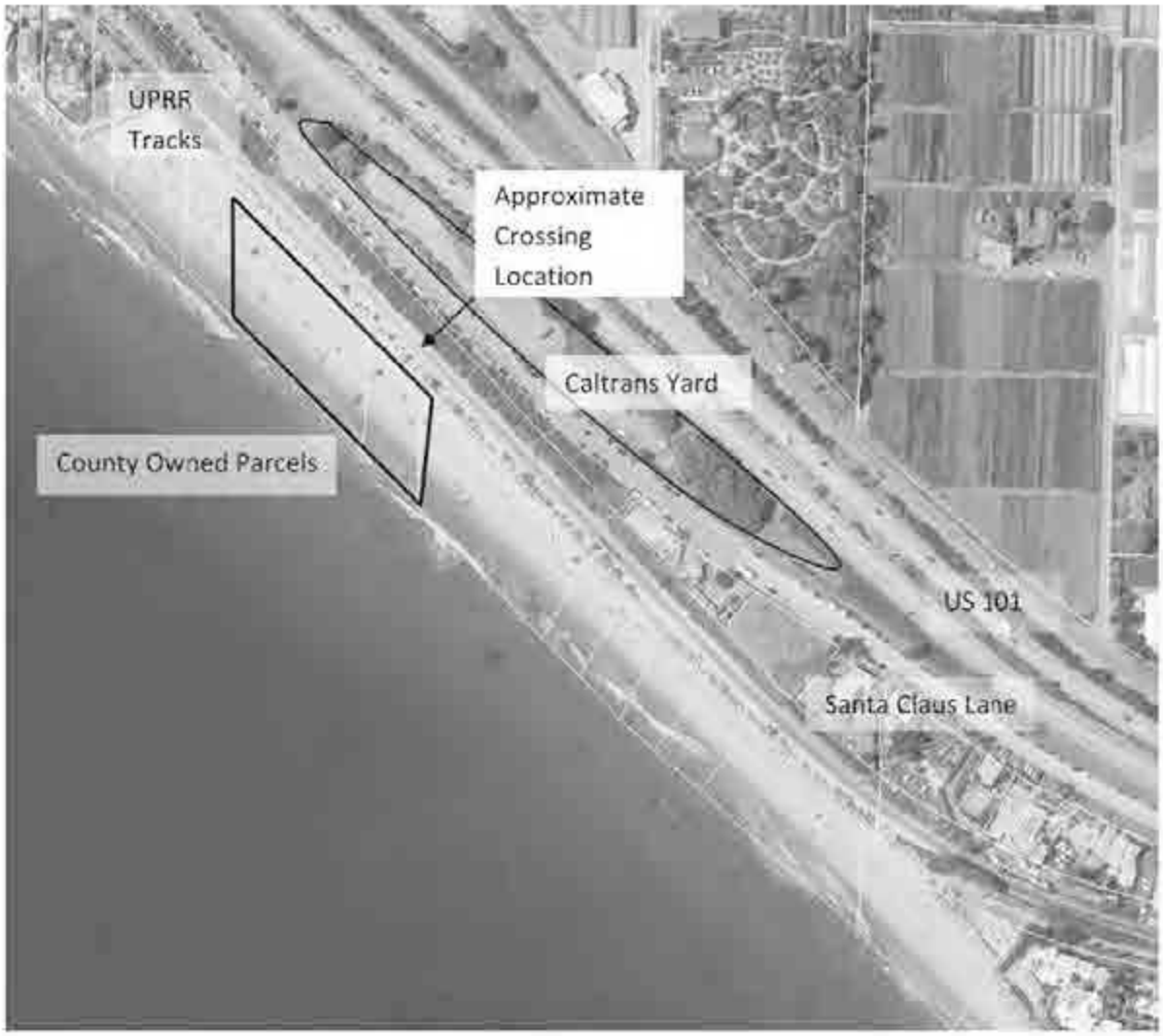


Figure 4: Project Setting

Underpass Alternative

According to the *BNSF – Union Pacific Railroad Guidelines for Railroad Grade Separation Projects* (BNSF-UPR Guidelines 2007), the railroad discourages underpass structures due to safety concerns, possible interruption to railroad operations, cost and maintenance. Specifically for trails, the railroad discourages the construction of new underpass structures (BNSF-UPR Guideline 7.3.2). If an underpass structure is used for a trail, BNSF-UPR Guideline 7.3.2.1 requires a minimum eight feet of vertical clearance (between base of tracks and roof of underpass).

Because the tracks are not elevated, an underpass in this location could only be constructed as a tunnel. Long entry and exit ramps would be required in order for the tunnel underpass to be accessible for all users. On the landward side of the tracks, there is only 20 feet of County ROW available for an entry ramp. On the seaward side of the tracks, a long exit ramp would terminate nearly at sea level on a sandy beach.

This area is within a flood hazard overlay (Figure 4), and is subject to storm surge and wave run up hazards. According to the *Santa Claus Lane Mean High Tide Study Report* (California State Lands Commission 2006), natural forces that include seasonal summer/winter wind and wave action affect the beach. Known historical mean high tide locations reflect a line that has experienced substantial long-term movement as well as year-to-year and season-to-season movement, indicating an ambulatory line consistent with that found on natural coastal sandy beaches. According to the report, various photographs dated from 1964 to 1995 show wet sand lines and/or wave run up meeting the railroad rock structure; as noted in the report, a 1964 State Lands Commission Survey revealed the mean high tide line to be located at the seaward edge of the railroad rock structure, demonstrating that the sandy beach parcels were almost entirely seaward of the mean high tide line at that time. If a tunnel were constructed, it could be flooded and/or inundated with sand most of the time and would present significant public safety issues and well as long-term maintenance issues and costs.

In addition to the physical constraints, the long exit ramp would terminate at or below the mean high tide line, and, therefore, be located on state lands. The State Lands Commission could object to development in this area. Also, any new structure on the beach would require construction of shoreline protective devices, making it unlikely that the California Coastal Commission (CCC) would issue a permit (State Lands Commission 2006). The CCC and County land use laws prohibit seawalls and shoreline structures unless there are no other less environmentally damaging alternatives reasonably available.

Finally, the area seaward of the tracks is vulnerable to rising sea levels due to global climate change. Based on sea level rise maps prepared by Caltrans as part of the environmental review for the *South Coast 101 High Occupancy Vehicle (HOV) Lane Project* (Caltrans 2012), and assuming a 40-55 inch increase in mean sea level by 2100 (using 2000 as a baseline), under the worst-case 55 inch sea level rise scenario, the project site would likely be inundated.

Therefore, due to topography and ROW constraints, flood hazards, location of the mean high tide, storm surge and wave run up hazards and vulnerability to sea level rise, a pedestrian tunnel underpass is infeasible.

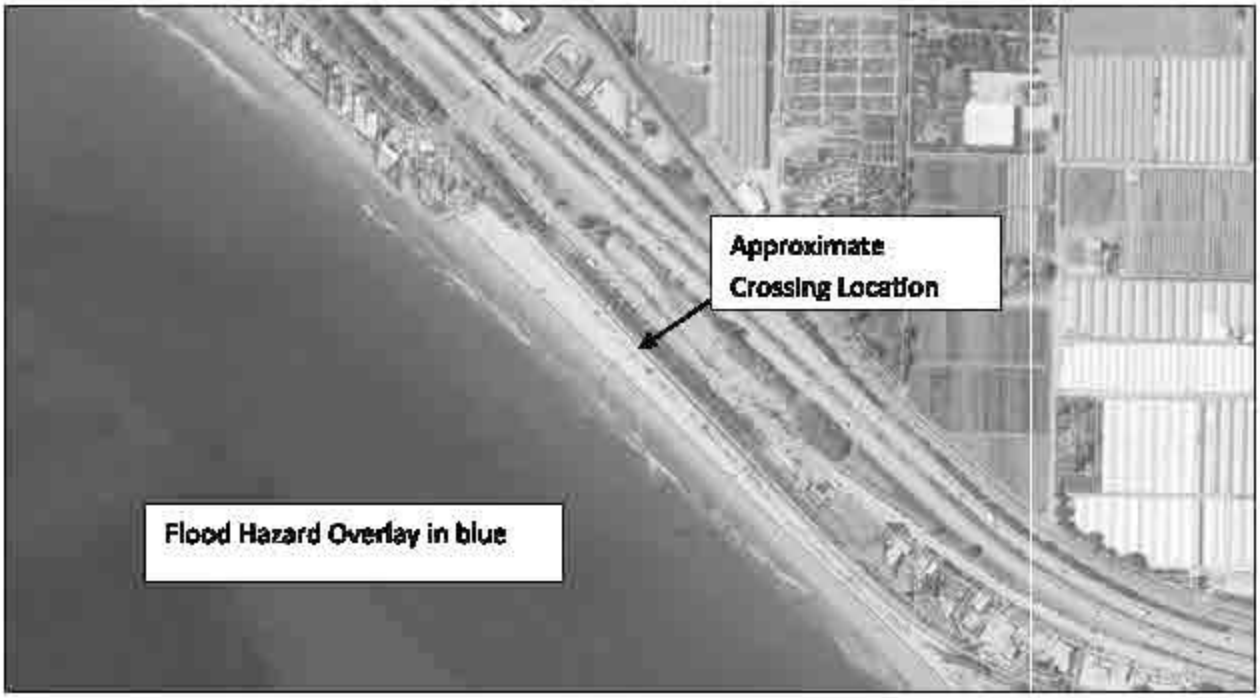


Figure 3: Santa Claus Lane Flood Hazard Overlay

Overpass

The UPRR requirements for a pedestrian overpass require a minimum 23' 4" clearance from the top of rail to the bottom of an overpass (BNSF-UPR Guidelines 2007). California Building Code regulations require ramps to ensure accessibility to meet or exceed the requirements of the Americans with Disabilities Act (ADA) (California Division of the State Architect 2013). An existing pedestrian overpass of UPRR and U.S. Highway 101 in the City of Santa Barbara (Ortega Street) can be used as an example of the length and width of the ramps and overpass that could be required at Santa Claus Lane. Access ramps to the Ortega Street pedestrian overpass are approximately 500 feet long and the span over the railroad tracks is about 85 feet long. The width of the ramps and bridge is about 10 feet. The height is unknown but, in accordance with BNSF-UPR Guidelines, it would be at least over 23 feet high.

At the project site, there is approximately 20 feet of County ROW on either side of Santa Claus Lane. Landward of the County ROW, there is a Caltrans maintenance yard and Highway 101. The UPRR ROW is about 100 feet wide. On the landward side of the tracks, the 20 foot County ROW contains insufficient space for access ramps, given a presumed 10 foot wide ramp, ramp support members, and a clear space of at least seven feet between the ramp and the road per Santa Barbara County Public Works Encroachment Permit Policies. Access ramps would also displace existing roadside parking, which would

be unacceptable in the summer months. The only other option would be to place the access ramps within Caltrans ROW on the landward side of Santa Claus Lane. However, Caltrans is planning an expansion of U.S. 101 (South Coast 101 HOV Project) and will need the ROW for their project, including use of the maintenance yard for construction debris.

On the seaward side of the tracks, the access ramps would terminate on a sandy beach at or below the mean high tide line. As noted earlier for the underpass alternative, this area is subject to flood hazards, storm surge and wave run up hazards and vulnerability to sea level rise. Given that the mean high tide fluctuates, it is probable that the State Lands Commission would object to any development in this area because it would encroach onto state lands. Additionally, any new structure on the beach would require construction of shoreline protective devices, making it unlikely that the CCC would issue a permit (State Lands Commission 2006). Finally, the aesthetic impact of such a huge structure in this area would be significant. The project site is within a View Corridor Overlay District in the County's Coastal Zoning Ordinance, which limits building heights to 15 feet above finished grade. A structure of this size and magnitude would likely be unable to secure County or CCC permits for construction.

Conclusion

Both the underpass and overpass alternatives are not feasible to permit and construct given the constraints listed above. It is also likely that the cost of either alternative would be prohibitive compared to the cost of an at-grade crossing. Improving pedestrian safety in this location is a high priority for Santa Barbara County and a pedestrian at-grade crossing is the best option to achieve this goal.

References

California Division of the State Architect web page accessed on 3/5/2013. http://www.dgs.ca.gov/dsa/Programs/progAccess/access2013.aspx

Caltrans, 2012. South Coast HOV Lanes Draft Environmental Impact Report, March 2012.

City of Carpinteria, 2012. Draft Mitigated Negative Declaration Carpinteria Rincon Trail.

Natural Resources Conservation Service. Soils Survey Map, Santa Barbara County South Central Part. Accessed on Santa Barbara County Photomapper.

County of Santa Barbara, Public Works, Encroachment Permits Policies, 2008.

State Lands Commission, 2006. Santa Claus Lane Mean High Tide Study Report.

Santa Claus Lane Pedestrian Rail Crossing Railroad Grade Separation Study Addendum

Santa Barbara County Planning and Development

Long Range Planning Division

May 2014

EXHIBIT H-1

Contents

1. Background

In March 2013, Santa Barbara County submitted a Grade Separation Study to the California Public Utilities Commission (CPUC) as part of the process for a formal application for an at-grade pedestrian rail crossing at Santa Claus Lane. As required by the CPUC, the study investigated the feasibility of a pedestrian underpass and overpass as alternatives to an at-grade crossing. On March 27, 2013, the CPUC responded by letter and requested that the study thoroughly address the practicability of a grade-separated crossing. The CPUC stated that a more complete and thorough grade-separation study should include conceptual designs that "measurably assess practicability." As noted in the letter:

> *As part of considering and approving the construction of new at-grade crossing, the CPUC staff requires applicants to conduct a thorough study of a grade-separation, exploring all practicable designs of pathways crossing under and over the railroad mainline track.*

County staff held a follow up conference call with CPUC staff in December 2013. At the request of the CPUC, the County agreed to provide the following information for the CPUC's consideration. This information is being submitted as an addendum to the March 2013 Grade Separation Study.

- Landward and Seaward Field Investigation/Geotechnical Studies Data
- Preliminary Assessment from the County's Consultant (HDR Engineering)
- Concept Geometrics
- Policy Analysis
- Mean High Tide Study Data
- California Coastal Commission Initial Assessment
- Projected Number of Beach Users
- Traffic Data for Santa Claus Lane/southbound U.S. 101 onramp

2. Introduction

Santa Claus Lane beach is comprised of approximately 11 undeveloped parcels on the seaward side of the Union Pacific Railroad (UPRR) tracks. Three are in public ownership (County and State of California); the remaining are privately owned. The County is proposing an at-grade pedestrian rail crossing that would terminate on one of the parcels owned by the County. In support of the Grade Separation Study submitted in March 2013, the County is submitting the results and conclusions of several studies as follows: (1) a geotechnical study for a private project proposed on the landward side of the UPRR tracks, (2) a field investigation and coastal hazard and wave runup study conducted for a private project proposed on the seaward side of the UPRR tracks and (3) concept geometrics prepared by a County engineer. The studies were conducted in close proximity to the proposed at-grade pedestrian rail crossing (see Figure 1).

The results of the studies and geometrics are the basis for the County's conclusions regarding the constructability of grade separated facilities for pedestrian access to the beach.

Figure 1: Geotechnical Studies Data Location

3. Field Investigation Landward Site

On the landward site located approximately 580 feet southeast of the proposed pedestrian crossing location, a two-story mixed-use structure was proposed on a site currently developed with a single-story commercial building.[1] In 2006, a soil engineering report was conducted for the permit application. Subsurface soil conditions were explored by eight truck-mounted auger borings drilled to depths of up to 12 feet, supplemented by two field density tests. Four Cone Penetrometer Test Soundings (CPT) were advanced to depths of up to 60 feet. Laboratory tests

[1] The Coastal Development Permit (Case Number 08CDP-00000-00048) for the mixed-use development was approved by the County in 2008.

and analyses of representative soil samples obtained during drilling operations were performed to estimate the engineering properties. The results of the testing are as follows:

1. Groundwater was encountered at depths of approximately 6 to 10 feet below existing grade.
2. The soil profile consists of brown sand which becomes saturated at the 6 to 10 foot depths. A layer of sandy silt, which has the potential to liquefy and which is approximately 13 feet thick, is located between the depths of 34 to 47 feet below grade. Soils that have the potential to liquefy were encountered between the depths of 0 to 47 feet below grade.
3. The soil has a relative compaction of approximately 85% at the 12-inch depth (a 90% compaction is desired for pavement support).
4. The surface soils were found to have a very low potential for expansion.
5. The site is located in Seismic Zone 4 and is estimated to be within two kilometers of a Type B fault.

Report Conclusion

On the landward site, grading and construction was considered feasible provided the recommendations contained in the soil engineering report were incorporated into design. Due to the potential for liquefaction and other soil issues, one of the recommendations required the structure to be supported by 14-inch square piles driven to a minimum depth of 60 feet below existing grade.

4. Field Investigation Seaward Site

On the seaward site located approximately 100 feet southeast of the proposed pedestrian crossing location, a geologic field investigation and coastal hazard and wave runup study were conducted to assess conditions that might impact proposed construction of a single family home on the lot.[2]

Geologic Report Conclusion

The engineering geology investigation was prepared in 2009. In addition to the observable soil conditions, the investigation also relied on data provided and summarized above in the field investigation for the landward site. The seaward site was found geologically suitable for development provided structures are founded into competent bedrock or soils below any potential liquefiable zones. The anticipated depth to competent soils is approximately 40-50 feet and the report noted caisson depths of over 60-70 feet recommended at nearby sites.

[2] The permit application (Case Number 08CDH-00000-00021) for the proposed project was closed by the County in 2009 when the applicant failed to provide proof of legal right to develop the property.

Coastal Hazard and Wave Runup Study Methodology

The Coastal Hazard and Wave Runup Study was conducted in 2009. The vertical datum used for the study was National Geodetic Vertical Datum of 1929 (NGVD29), which is essentially equal to Mean Sea Level (MSL). The elevation of the back of the beach is approximately +9 feet NGVD29 and the elevation at the top of the UPRR rock revetment is approximately +12.5 feet NGVD29. The study indicates that the calculated maximum wave crest elevation at the subject site is about +10.8 feet NGVD29. The study also conducted a wave runup and overtopping analysis. As waves encounter the beach, they can rush up the back beach to the rock revetment and occasionally through the revetment to the UPRR tracks. Wave runup is defined as the vertical height above the still water level to which a wave will rise on a structure of infinite height. Overtopping is the flow rate of water over the top of a finite height structure (the beach and rock revetment) as a result of wave runup. Wave runup and overtopping on the beach and rock revetment was calculated using the U.S. Army Corps of Engineers Automated Coastal Engineering System.

Coastal Hazard and Wave Runup Study Conclusion

The results of the coastal hazard study found that the lowest horizontal structural member for a structure should be above the +10.8 feet NGVD29 or designed to resist wave forces. The runup analysis showed that the back beach can be overtopped at a water depth of about 1.5 feet. The analysis of wave runup on the revetment at elevation +12.5 showed no overtopping at this location, but in areas where the revetment is lower than +12.5 feet, overtopping has been observed. In conclusion, the report recommended that any structural members below +10.8 feet NGVD29 should be designed to resist wave forces and the site plan should account for overtopping of the beach.

5. Constructability of Grade Separated Facilities Based on Physical Constraints

a. Preliminary Assessment from HDR Engineering

HDR Engineering is preparing the pedestrian at-grade crossing plans and formal application to the CPUC for the County. HDR Engineering's Geotechnical group provided the following initial assessment of the practicability of a grade separated crossing.

> *Based on review of the geologic maps, the project site area is underlain by unconsolidated beach deposits and poorly consolidated alluvium and colluviums materials. These maps indicate that this material may extend to 5 meters (15 feet +/-) in thickness. In review of the available photos of the area, along with the documents, the seaward side of the tracks consists of large rip rap material that may extend several feet below existing grade. Due to the site's close proximity to the beach front, groundwater is anticipated to be relatively shallow year-round and at or above grade during periods of high tide. Seismically, known faults exist to the immediate northwest and southeast of the site. However, no known faults are present through the site.*

In regards to geotechnical constraints to consider for the design and construction of a below or above ground pedestrian crossing, these are HDR's geotechnical engineer's initial impressions:

Below Grade Crossing (Underpass) Conclusion

Due to the sandy nature of the upper soils within this area, along with shallow groundwater, there exists a potential for sloughing sands during construction, and a long term maintenance issue with sand deposition within the underpass during tidal flows and potential for constant shallow groundwater. With the existing riprap materials located adjacent to the seaward side of the tracks, excavation of large rock materials may be difficult or not possible without long-term disruption to track operations.

Above Grade Crossing (Overpass) Conclusion

For an overpass, we anticipate a deep foundation system would be needed for support of a bridge structure. Some of the geotechnical constraints consist of liquefaction due to loose sands, shallow groundwater, and seismic shaking. The foundations would need to extend to significant depths to mitigate the effects of liquefaction. (As noted in the geotechnical studies data cited above, foundations would need to extend to 60-70 feet to mitigate the effects of liquefaction.) *Due to the potential of large rock materials present adjacent to the seaward side of the tracks, deep foundations proposed within this area may be difficult without special construction techniques. Again, excavation of this material may be difficult or not possible without long-term disruption to track operations.*

b. Concept Geometrics

Based on UPRR clearance standards,[3] a County engineer prepared concept geometrics of (1) an underpass structure, (2) an overpass structure, and (3) ramp length estimates. As seen in Attachment 1, the floor of the underpass structure would be below groundwater and wave crest height and the 9-foot high tunnel would be nearly inundated with ground and/or seawater.

As seen in Attachment 2, a large structure (approximately 225 - 250 feet long) would be required to span the UPRR tracks and meet vertical (23 feet, 4 inches high) and horizontal (50 feet from track centerline) clearance standards.

As seen in Attachment 3, the ramp for the underpass at 10 foot elevation and 5% slope is estimated at 200 feet long. The ramps for the overpass would zigzag and at 25 feet elevation and 5% slope would be 450-500 feet long total, with the structure being approximately 225-250

[3] UPRR requires horizontal clearance of 50 feet on both sides from centerline of track to be able to expand their capacity and not be subject to future restrictions and vertical clearance of 23 feet 4 inches high from centerline of tracks.

feet long. In contrast, the proposed pedestrian at-grade crossing ramp is estimated at 70 feet long.

c. Condusion

Underpass

As demonstrated by the studies and assessment provided above, there would be significant geotechnical constraints and physical hazards to overcome in order to construct an underpass in this location. An underpass would be inundated by groundwater because it would be below the groundwater level (approximately 6-10 feet) and inundated by seawater from wave runup (wave crest height at 10.8 feet) and high tides (occasionally reaches the base of the rock revetment). It would also require a seawall, revetment, or other device to protect it from wave action and erosion. Even if the groundwater and seawater issues could be overcome with design engineering and pumping, this would present a significant long-term maintenance issue and an immitigable risk to health and human safety due to the potential for sand and seawater to fill the underpass on a regular basis. Finally, at approximately 200 feet long, the underpass would potentially extend below the mean high tide line into lands under the jurisdiction of the California State Lands Commission. Therefore, the County concludes that a pedestrian underpass is not a practicable or constructible option.

Overpass

As demonstrated by the studies and assessment provided above, there would be significant geotechnical constraints and physical hazards to overcome in order to construct an overpass in this location. Deep foundations (60-70 feet) would be required to support this structure and structural members below +10.8 feet NGVD29 would have to be designed to resist wave forces. Soils are saturated and subject to liquefaction during seismic events. As noted by HDR Engineering, excavation of the material for deep foundations may be difficult or not possible without long-term disruption to track operations. Finally, the estimated length and width of the ramps could be a barrier to accessible public beach access. The seaward side parcels owned by the County are approximately 500 feet long and it could be difficult to accommodate the length of the overpass structure without intruding onto privately owned parcels. On the landward side, the graded shoulder in the County right-of-way is currently approximately 13 feet wide. This area is being planned for a continuous 10-foot wide sidewalk and parking area. Therefore, there would be no room in the County right-of-way to fit the overpass structure on the landward side. Therefore, the County concludes that a pedestrian overpass is not a practicable or constructible option.

6. Consistency with the Coastal Act and Santa Barbara County Local Coastal Plan and Comprehensive Plan Policies

a. Mean High Tide Study Data

In 2006, the California State Lands Commission (CSLC) prepared a report for the County presenting the findings of a mean high tide study related to eight parcels of sandy beach on Santa Claus Lane (including the two parcels now owned by the County as well as privately owned parcels). As noted in the report, the location where the mean high tide elevation intersects the shore is subject to seasonal change as the beach profile changes from beach action. In addition to the seasonal changes, the location of the mean high tide is affected by long term erosion and accretion caused by the increase or reduction in sand supply or sea level rise. Attachment 4 is a compilation plat that depicts locations of the mean high tide line collected from various sources. The dark blue lines indicate mean high tide lines of relatively high expected accuracy, representing the results of field surveys conducted for the purpose of locating the mean high tide line. At the time of the report, the most current mean high tide line location based on field surveys is depicted as CSLC February 2006. The light blue lines indicate mean high tide lines of low expected accuracy. The lines were not surveyed for the purpose of locating the mean high tide line for property boundary purposes; they were created for more general topographic and charting purposes.

Mean High Tide Study Conclusion

The information collected by the CSLC shows that changes on the beach have been influenced by natural forces and local artificial influences. Based on a survey conducted by CSLC in 1964, the mean high tide line was located along the seaward base of the railroad rock revetment, meaning the beach parcels were almost entirely waterward of the mean high tide line in 1964. Analysis of the data shown on Attachment 4 reveals a moving mean high tide line. The CSLC expressed the opinion that the mean high tide line will continue to fluctuate within the full range of its known previous locations and, given that the known historical range of the mean high tide line extends nearly to the landward boundary of the subject parcels, it would be unlikely that any sandy beach parcels could be developed in a manner that would comply with Coastal Act policies. (See Policy Consistency Analysis below for a discussion about project consistency with Coastal Act and other policies.)

b. Regulation/Laws Consistency Analysis

The proposed project is located in the Coastal Zone and would be subject to the appeals jurisdiction of the Coastal Commission under Coastal Act Section 30603. Further, any structures seaward of the mean high tide line would be within the Coastal Commission's permit jurisdiction. The project would require a Coastal Development Permit from the County or Coastal Commission if seaward of the mean high tide line.

The proposed pedestrian rail crossing must conform to the policies of the Coastal Act and Santa Barbara County Comprehensive Plan, including the Coastal Land Use Plan and the Toro Canyon Plan. An analysis of project consistency with state and county regulations is provided below.

REQUIREMENT	DISCUSSION
Hazards	
Coastal Act 30253. *New development shall: (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazards. (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area of in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*	**Underpass – Inconsistent.** Based on depth to groundwater and wave runup hazards, an underpass structure would increase risks to life and property and require the construction of protective devices. **Overpass – Inconsistent.** Based on soil hazard studies, an overpass structure is potentially subject to liquefaction and would require the construction of protective devices to protect it from wave runup hazards.
Coastal Plan Policy 3-3: *To avoid the need for future protective devices that could impact sand movement and supply, no permanent above-ground structures shall be permitted on the dry sandy beach except facilities necessary for public health and safety, such as lifeguard towers, or where such restriction would cause the inverse condemnation of the parcel by the County.*	**Underpass – Inconsistent.** An underpass structure would require the construction of protective devices to prevent flooding and wave runup impacts and would be considered a permanent above-ground structure on the dry sandy beach. **Overpass – Inconsistent.** An overpass structure would require the construction of protective devices to prevent wave runup impacts and would be considered a permanent above-ground structure on the dry sandy beach.
Toro Canyon Plan Policy GEO-TC-4: *All development on shoreline properties shall be designed to avoid or minimize hazards from coastal processes, to minimize erosion both on- and off-site, and to avoid the need for shoreline protection devices at any time during the life of the development.*	**Underpass – Inconsistent.** An underpass structure would require the construction of protective devices to prevent flooding and wave runup impacts during the life of the development. **Overpass – Inconsistent.** An overpass structure would require the construction of protective devices to prevent wave runup impacts during the life of the development.

REQUIREMENT	DISCUSSION
DevStd GEO-TC-4.3 (in part): *Shoreline and bluff development and protection structures shall be in conformance with the following standards.* *1. New development on a beach or oceanfront bluff shall be sited outside areas subject to hazards (beach or bluff erosion, inundation, wave uprush) at any time during the full projected 75-year economic life of the development. If complete avoidance of hazard areas is not feasible, all new beach or oceanfront bluff development shall be elevated above the base Flood Elevation (as defined by FEMA) and setback as far landward as possible. Development plans shall consider hazards currently affecting the property as well as hazards that can be anticipated over the life of the structure, including hazards associated with anticipated future changes in sea level.*	**Underpass – Inconsistent.** An underpass structure would be sited in an area subject to inundation and wave runup hazards. **Overpass – Inconsistent.** An overpass structure would be sited in an area subject to inundation and wave runup hazards.
Aesthetics and Views **Coastal Act Policy 30251.** *The scenic and visual qualities of coastal areas shall be considered and protected as resources of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.*	**Underpass – Potentially Consistent.** An underpass structure would likely not impact public views. **Overpass – Inconsistent.** An overpass structure would obstruct views to and along the ocean in this scenic coastal area. Currently, views to the ocean from the public road are unobstructed and therefore a structure of this size would be visually incompatible with the character of the surrounding area.
Toro Canyon Plan DevStd VIS-TC-1.1: *Development shall be sited and designed to minimize the obstruction or degradation of public views.*	**Underpass – Potentially Consistent.** An underpass structure would likely not impact public views. **Overpass – Inconsistent.** An overpass structure would obstruct and degrade views to and along the ocean in this scenic coastal area.

c. Coastal Zoning Ordinance

The project site is located within the View Corridor Overlay District and, therefore, any structural development would be required to comply with the following standards:

Section 35-96.3 Processing

1. *Any structural development in areas within the View Corridor Overlay district shall be subject to approval by the Board of Architectural Review prior to issuance of a Coastal Development Permit...*

3. *The Board of Architectural Review shall approve the plans if it finds conformance with the following standards:*

   a. *Structures shall be sited and designed to preserve unobstructed broad views of the ocean from Highway 101, and shall be clustered to the maximum extent feasible.*

   b. *Building height shall not exceed 15 feet above average finished grades, unless an increase in height would facilitate clustering of development and result in greater view protection, or a height in excess of 15 feet would not impact public views to the ocean, in which case the height limitations of the base zone district shall apply.*

   c. *Structures shall not be of an unsightly or undesirable appearance...*

Section 35-169.5 *Findings Required for Approval of a Coastal Development Permit*

2. *A Coastal Development Permit application...shall be approved or conditionally approved only if the decision-maker first makes all of the following findings:..*

   b. *The development will not significantly obstruct public views from any public road or from a public recreation area to, and along the coast.*

   c. *The development is compatible with the established physical scale of the area.*

   d. *The development will comply with the public access and recreation policies of this Article and the Comprehensive Plan including the Coastal Land Use Plan.*

d. Findings

Underpass

The proposed underpass would be inconsistent with State and County coastal hazard regulations because it would be located on the sandy beach, it would be subject to coastal hazards, and it would require protective structures to prevent public health and safety hazards. Based on State and County regulations, no permanent above-ground structures are allowed on the dry sandy beach except facilities necessary for public health and safety. This exception

would not apply to a proposed underpass because beach access could be provided with an at-grade structure that would not require permanent above-ground structures on the beach. Further, new development on a beach is required to be sited outside areas subject to hazards or elevated above the base Flood Elevation and this would not be possible because egress for the underpass would have to be beyond the UPRR right-of-way on the seaward side of the tracks into an area subject to wave runup hazards.

Overpass

The proposed overpass structure would be inconsistent with State and County visual resource and community character protection policies due to structure height, bulk, and scale and potential impacts to public views of the ocean and scenic coastal areas. As noted in the Coastal Zoning Ordinance, structure height in this location is limited to 15 feet above average finished grade, unless an increase in height would facilitate clustering of development and result in greater view protection, or a height in excess of 15 feet would not impact public views to the ocean, in which case the height limitations of the base zone district shall apply. The base zone district height limitation is 25 feet. At over 25 feet high, the proposed overpass is inconsistent with both the View Corridor Overlay and the base zone district height standards. The proposed overpass would also be inconsistent with State and County coastal hazard policies because no permanent above-ground structures are allowed on the dry sandy beach except facilities necessary for public health and safety, such as lifeguard towers. This exception would not apply to a proposed overpass structure because beach access could be provided with an at-grade structure that would not require permanent above-ground structures on the beach. Further, new development on a beach is required to be sited outside areas subject to hazards or elevated above the base Flood Elevation and this would not be possible for this structure because the footings would have to span beyond the UPRR right-of-way on the seaward side of the tracks into an area subject to wave runup hazards.

e. Condusion

The County concludes that a proposed underpass or overpass structure would be inconsistent with State and County regulations and could not be permitted. In support of this conclusion, the County requested an initial assessment from California Coastal Commission staff regarding consistency of a grade-separated facility with Coastal Act, Local Coastal Plan, and Toro Canyon Area Plan policies. In summary, due to policy inconsistencies, Commission staff supports the County's proposed at-grade pedestrian rail crossing to facilitate and maximize safe public access to the beach. The Coastal Commission's assessment is provided in Attachment 5.

7. Supporting information requested by the CPUC

CPUC staff requested information about beach users and traffic as part of the grade separation study addendum. This information is provided below.

a. Existing and Projected Number of Beach Users

In summer 2011, the County conducted a beach user survey to determine how the beach is used and perceived by the community. Two hundred and twenty eight surveys were conducted by trained observers in live interviews of beach users. According to the survey, 98% of beach users use a car to get to the beach.

Approximately 250 parking spaces exist along the approximately ½ mile length of Santa Claus Lane, about 129 in the commercial area and 125 along the beach. This includes marked parking spaces as well as informal parallel parking. Due to high beach user demand, the County has prepared conceptual designs for streetscape improvements on both sides of Santa Claus Lane to formalize parking and increase the number of available parking spaces. With the streetscape improvements, the total number of parking spaces would increase by approximately 110 spaces for a total of 360 formalized parking spaces.

According to the beach user survey, most beach user groups include two or more people (91%) and most groups stay 3.5 hours. Both sides of Santa Claus Lane are typically fully parked during the summer, especially on weekends and holidays. Using a conservative estimate of two people per car and a turnover rate of twice a day, there could be at least 1,000 people crossing the UPRR tracks and visiting the beach on a summer weekend. During busy weekends and holidays, cars park under the freeway offramp and on Via Real (parallel to Santa Claus Lane north of U.S. 101), boosting the number of users even higher.

When the streetscape plans are implemented and parking is expanded, the number of daily beach users on peak weekends could increase to approximately 1,400 per day or more.

b. Traffic Data

Traffic data presented below (Table 1) includes average daily trips (ADT) for (1) Santa Claus Lane and (2) U.S. 101 southbound onramp. Santa Barbara County Public Works collected the data for Santa Claus Lane over a seven day period in 2011 and Caltrans collected the data for U.S. 101 in 2011.

During the conference call of December 2013, CPUC staff questioned whether the pedestrian rail crossing and/or future streetscape plans would impact the existing at-grade crossing at Sand Point Road. Sand Point Road is a private road that only serves single family homes along the beachfront south of Santa Claus Lane. The road is gated after the rail crossing. Because Sand Point Road only serves private residences, the proposed at-grade pedestrian rail crossing and formalized parking would not change the current use of the at-grade crossing at Sand Point Road.

Table 1: Santa Claus Lane Traffic Data

Segment	Direction	ADT Weekday/Weekend
Santa Claus Lane 1,000 feet south of Padaro Lane	Eastbound	1,787/1,464
	Westbound	259/217
Santa Claus Lane 600 feet north of U.S. 101 southbound on-ramp	Eastbound	1,731/1,393
	Westbound	253/207
U.S. 101 southbound on-ramp	Southbound	1,700

Source: Santa Barbara County Public Works 2011 and Caltrans 2011.

Attachments

1. UPRR Underpass Concept
2. UPRR Overpass Concept
3. Ramp Length Concepts
4. Compilation Plat Santa Claus Lane Mean High Tide Line Study (California State Lands Commission, 2006)
5. Letter from California Coastal Commission

References

Applied GeoSolutions Engineering Geology Investigation. January 2000.

Caltrans, 2012 Ramp Volumes on the California State Freeway System. District 5. 2013.

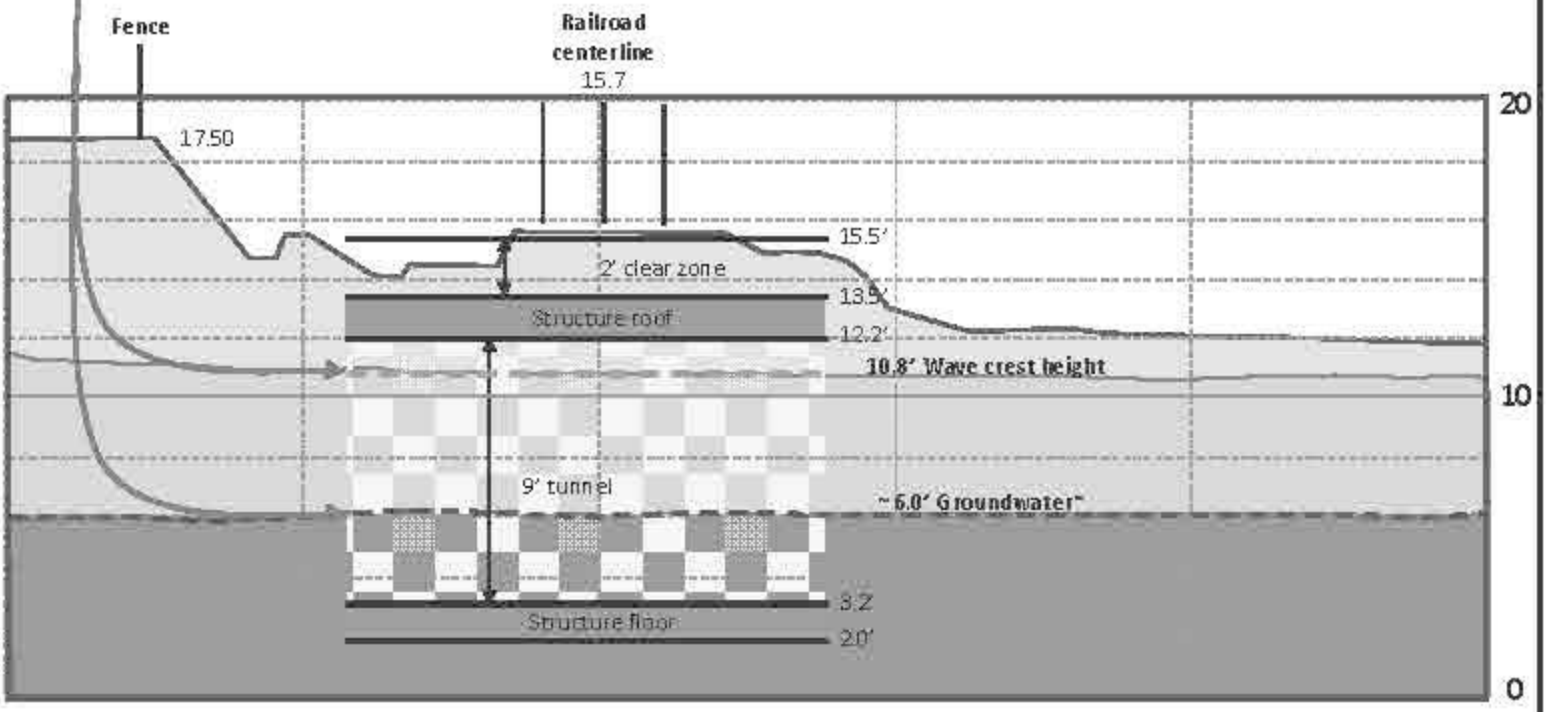
GeoSoils, Inc. Coastal Hazard and Wave Runup Study. October 2008.

Pacific Materials Laboratory of Santa Barbara, Inc. Preliminary Foundation Investigation. November 2006.

State Lands Commission, Santa Claus Lane Mean High Tide Study Report. June 2006.

ATTACHMENT 1

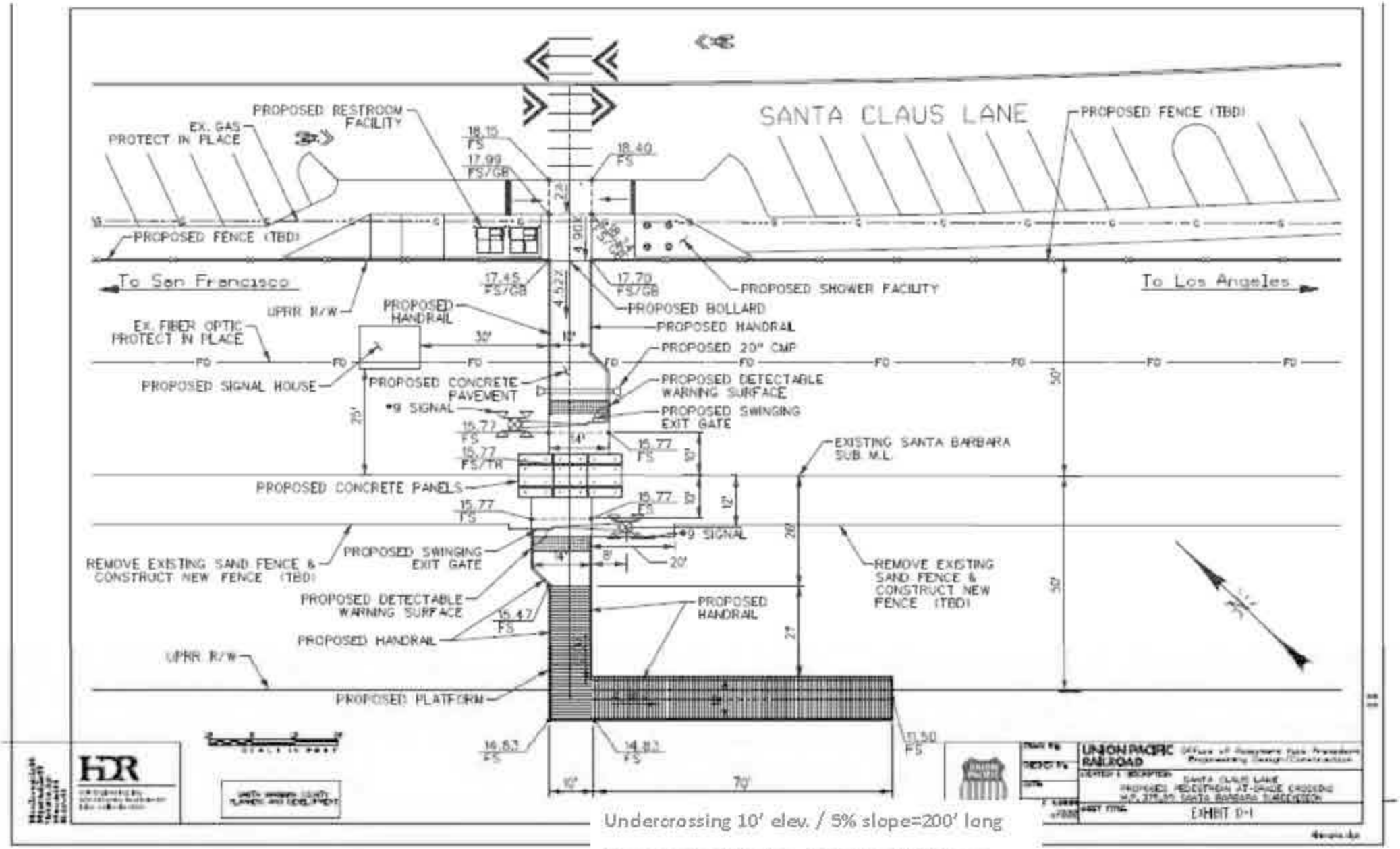
Undercrossing would be below the wave line and groundwater level



* Extrapolated from borehole information in Pacific Materials Lab Report dated 11/10/2006

COUNTY OF SANTA BARBARA DEPARTMENT OF PUBLIC WORKS TRANSPORTATION DIVISION	PROJECT NO. n/a SCALE: N.T.S.	PROJECT TITLE SANTA CLAUS LN UNION PACIFIC CROSSING IMPROVEMENTS	SHEET TITLE UNDERCROSSING CONCEPT	DESIGNED: DRAWN BY: C. Sneddon	PAGE NO. 1 of 1 DATE: 2/15/14	CHRISTOPHER SNEDDON 45824 Exp. 06/30/15 CIVIL

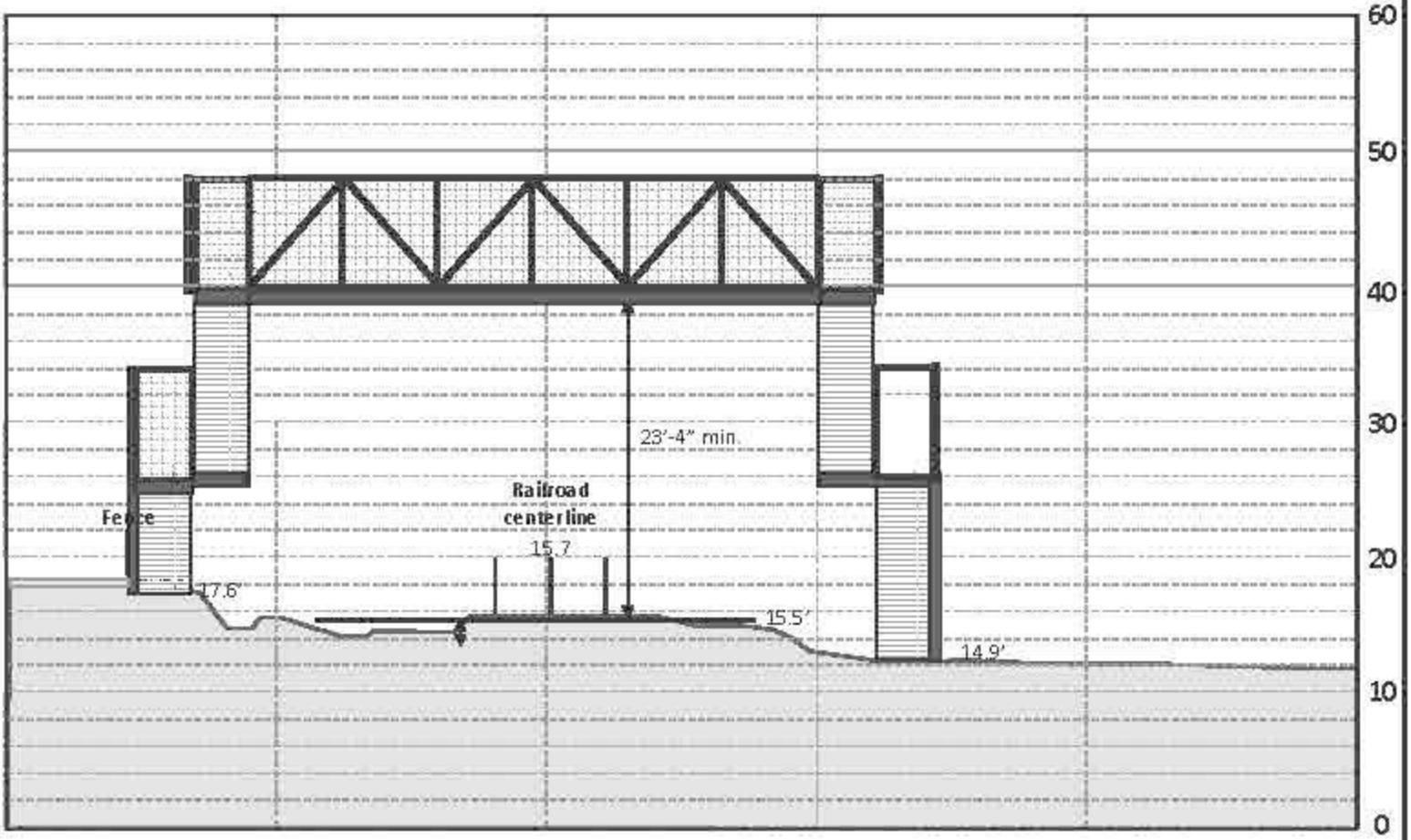
Santa Claus Lane UPRR crossing concepts



Undercrossing 10' elev. / 5% slope=200' long

Overcrossing 25' elev. / 5% slope=500' long

ATTACHMENT 2

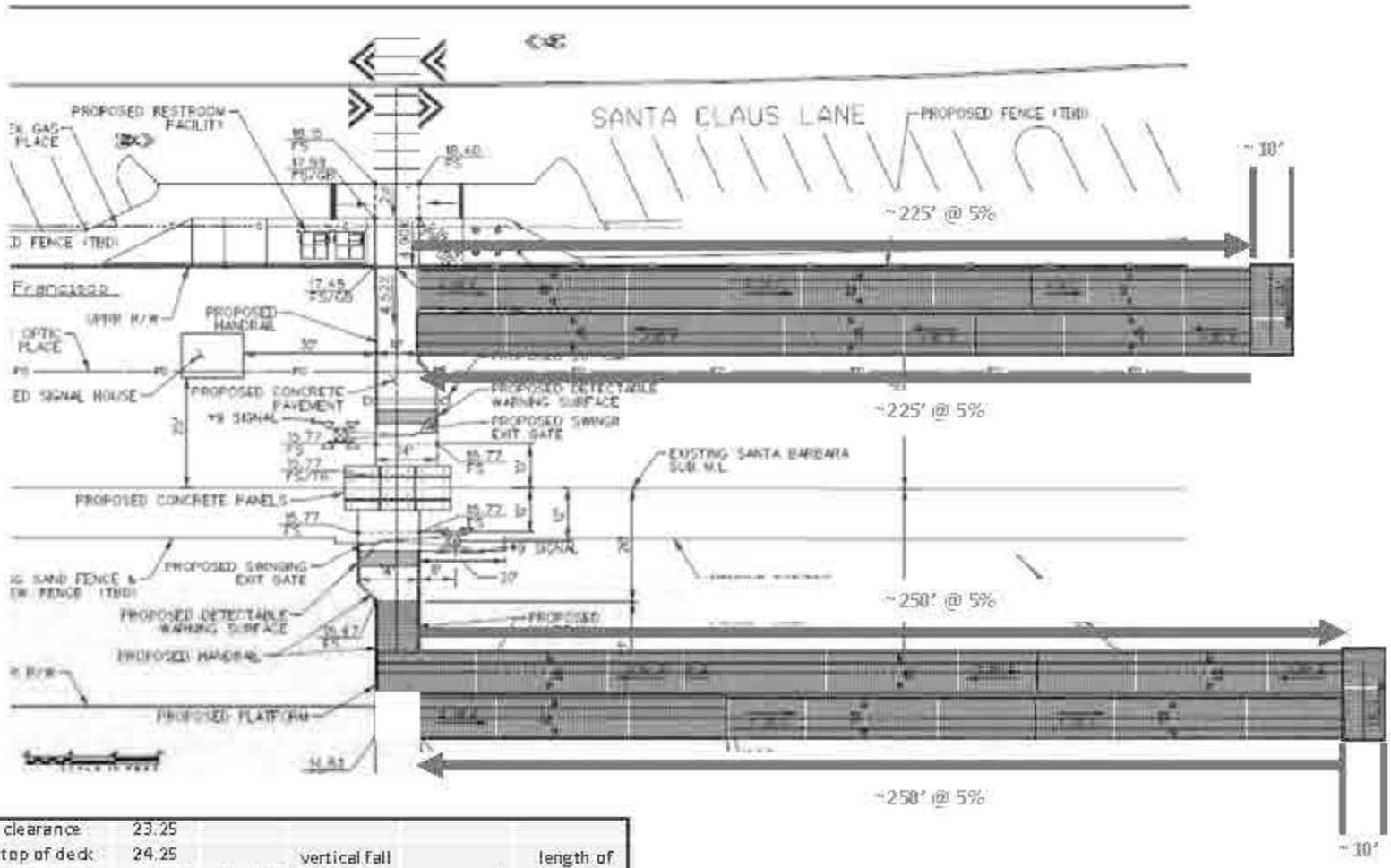


COUNTY OF SANTA BARBARA DEPARTMENT OF PUBLIC WORKS TRANSPORTATION DIVISION	PROJECT NO. n/a SCALE: N.T.S.	PROJECT TITLE: SANTA CLAUS LN UNION PACIFIC CROSSING IMPROVEMENTS	SHEET TITLE: UNDERCROSSING CONCEPT	DESIGNED: DRAWN BY: C. Sneddon	PAGE NO. 1 of 1 DATE: 2/15/14	CHRISTOPHER SNEDDON 45824 Exp. 06/30/ 14 CIVIL

ATTACHMENT 3

Santa Claus Lane UPRR crossing concepts

OVERCROSSING



clearance	23.25				
"top of deck	24.25		vertical fall		length of
elev. Of RR	15.77	elev diff	of ramp	max ramp %	ramp
elev beach side	14.93	0.84	25.09	5%	500
elev roadside	17.58	-1.81	22.44	5%	450

ATTACHMENT 4

NOTES

1) PROPERTY BOUNDARY LINES SHOWN WERE COMPILED FROM RECORD SOURCES, AND ARE APPROXIMATE ONLY. NEITHER THE LENGTH NOR THE ORIENTATION OF THESE APPROXIMATE PROPERTY LINES IS INDICATIVE OF OWNERSHIP BOUNDARIES.

2) LINES SHOWN IN [illegible] HAVE BEEN [illegible] FROM THE SOURCES NOTED. LOCATION OF THE MEAN HIGH TIDE LINE FOR PROPERTY BOUNDARY PURPOSES WAS NOT NECESSARILY THE [illegible] OF THESE SOURCE DOCUMENTS; THEY ARE BASED ON VARIOUS FIELD AND DRAFTING METHODS, ACCURACY REQUIREMENTS AND MAPPING SCALE. GENERALLY UNSUITABLE FOR MODERN MEAN HIGH TIDE LINE SURVEYS, THESE LINES SHOULD BE VIEWED ONLY AS COARSE APPROXIMATIONS OF THE MEAN HIGH TIDE LINE.

3) SEE ACCOMPANYING REPORT FOR ADDITIONAL INFORMATION REGARDING DATA SHOWN ON THIS MAP.

4) THIS PLAT HAS NOT BEEN APPROVED BY THE CALIFORNIA STATE LANDS COMMISSION AND DOES NOT CONSTITUTE AN OFFICIAL PLAT OF SUCH COMMISSION, NOR DOES IT ESTABLISH THE BOUNDARY LINES OF ANY STATE OWNED LANDS [illegible].

PROFESSIONAL LAND SURVEYOR
MICHAEL J. BELL
No. 5754
STATE OF CALIFORNIA

LEGEND

	MHTL LOCATION FOR FIELD SURVEY
	APPROXIMATE MHTL LOCATION (SEE NOTE 2)
	APPROXIMATE PROPERTY BOUNDARY
	[illegible] ASSESSOR PARCEL NUMBER
P&S	[illegible]
MNS	MNS ENGINEERS, INC.
CSLC	CALIFORNIA STATE LANDS COMMISSION
	EXISTING RAILROAD TRACKS

CALIFORNIA STATE LANDS COMMISSION	200[illegible] AERIAL PHOTOGRAPH BACKDROP PROVIDED BY: MNS ENGINEERS, INC.	REVISIONS: DRAWN BY: MJB · FILE NO.: W 26213 · DATE: 04/1[illegible]/2008 · SCALE: 1"=200'	COMPILATION PLAT SANTA CLAUS LANE MEAN HIGH TIDE LINE STUDY SANTA BARBARA COUNTY	SHEET 1 OF 1

EXHIBIT 42

ATTACHMENT 5

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

March 11, 2014

Rosie Dyste
Planning and Development Department
Long Range Planning Division
County of Santa Barbara
123 East Anapamu Street
Santa Barbara, CA 93101

RE: Santa Claus Lane Beach UPRR Pedestrian Crossing

Dear Ms. Dyste:

Commission staff has reviewed the preliminary project description and plans for potential development of a grade-separated facility to allow pedestrians to access Santa Claus Lane Beach by crossing either over or under the railroad tracks. Currently, pedestrians access the beach at Santa Claus Lane via multiple informal at-grade railroad crossings. It is our understanding that the County is considering developing a pedestrian at-grade crossing of the railroad tracks as part of the Santa Claus Lane Street Improvement, Public Access and Parking Project. However, the County is also evaluating the feasibility of developing either an overcrossing structure or an undercrossing in-lieu of a consolidated at-grade railroad crossing. From the preliminary information provided, an undercrossing facility would consist of an approximately 9 ft. high, 200 ft. long tunnel that would outlet onto the sandy beach. According to the cross-section provided, it appears that most of the tunnel would be located below the wave uprush zone. For an overcrossing, it is our understanding that the overhead structure would be at least 23 ft. high and 500 ft. in length and would also require structural development on the sandy beach.

The proposed project site is within the Coastal Commission appeals jurisdiction pursuant to Coastal Act Section 30603. Further, any structures seaward of the mean high tide line would be within the Commission's retained permit jurisdiction. Thus, a Coastal Development Permit (CDP) would need to be obtained from the County of Santa Barbara, the Coastal Commission, or both agencies. In order to obtain approval of a CDP for the project, the project would need to be found consistent with the Chapter 3 policies of the Coastal Act in addition to the policies and provisions of the County's Local Coastal Plan (LCP). Based on the preliminary project information provided, the proposed development of either an overcrossing or undercrossing at Santa Claus Lane Beach appears to raise issues regarding consistency with Coastal Act and County LCP policies including, but not limited to, visual resources and coastal hazards.

Visual Resource and Community Character Protection Policies

Section 30251 of the Coastal Act requires in part that the scenic and visual qualities of coastal areas be considered and protected as a resource of public importance and requires siting and design to protect views to and along the ocean. Scenic resources

include shorelines, sandy beaches, and blue water views of the ocean in the vicinity of Santa Claus Lane Beach. The certified Santa Barbara County LCP also includes policies protecting visual resources, as follows:

Coastal Act Policy 30251 (incorporated into the County's LCP through LUP Policy 1-1):

> *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

Coastal Land Use Plan Policy 3-14:

> *All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited for development because of known soils, geologic, flood, erosion, or other hazards shall remain in open space.*

Coastal Land Use Plan Policy 4-4:

> *In areas designated as urban on the land use plan maps and in designated rural neighborhoods, new structures shall be in conformance with the scale and character of the existing community. Clustered development, varied circulation patterns, and diverse housing types shall be encouraged.*

Toro Canyon Plan Policy VIS-TC-1:

> *Development shall be sited and designed to protect public views.*

Toro Canyon Plan Dev Std VIS-TC-1.1:

> *Development shall be sited and designed to minimize the obstruction or degradation of public views.*

Toro Canyon Plan Dev Std VIS-TC-1.2:

> *Development and grading shall be sited and designed to avoid or minimize hillside and mountain scarring and minimize the bulk of structures visible from public viewing areas. Mitigation measures may be required to achieve this, including but not limited to increased setbacks, reduced structure size and height, reductions in grading, extensive landscaping, low intensity lighting, and the use of narrow or limited length roads/driveways, unless those measures would preclude reasonable use of property or pose adverse public safety issues.*

Toro Canyon Policy VIS-TC-2:

> *Development shall be sited and designed to be compatible with the rural and semi-rural character of the area, minimize impact on open space, and avoid destruction of significant natural resources.*

Toro Canyon Plan Dev Std VIS-TC-2.1:

Development, including houses, roads, and driveways, shall be sited and designed to be compatible with and subordinate to significant natural features, such as major rock outcroppings, mature trees and woodlands, drainage courses, visually prominent slopes and hilltops, ridgelines, and coastal bluff areas.

Toro Canyon Plan Policy LUR-TC-2:

Residential development, including but not limited to the size of structures and development envelopes, shall be scaled to protect resources such as environmentally sensitive habitat and visual resources and to respect site constraints such as steep slopes.

Coastal Zoning Ordinance Section 35-96, VC- View Corridor Overlay District:

Sec. 35-96.1 *Purpose and Intent*

The purpose of this overlay district is to protect significant coastal view corridors from U.S. 101 to the ocean in areas of the County where such view corridors currently exist.

Sec. 35-96.2 *Effect of VC Overlay District.*

Within the VC Overlay District, all uses of land shall comply with the regulations of the base zone district and any structural development shall comply with the additional standards set forth in this section.

Sec. 35-96.3 *Processing.*

1. Any structural development in areas within the View Corridor Overlay district shall be subject to approval by the Board of Architectural Review prior to the issuance of a Coastal Development Permit.

2. The application to the Board of Architectural Review shall include a plot plan showing any landscaping, finished building elevations, data showing the proposed color scheme, materials of construction, and a drawing to scale showing any signs to be erected, attached to or painted on such structure.

3. The Board of Architectural Review shall approve the plans if it finds conformance with the following standards:

a. Structures shall be sited and designed to preserve unobstructed broad views of the ocean from Highway 101, and shall be clustered to the maximum extent feasible.

b. Building height shall not exceed 15 feet above average finished grades, unless an increase in height would facilitate clustering of development and would result in greater view protection, or a height in excess of 15 feet would not impact public views to the ocean, in which case the height limitations of the base zone district should apply.

c. Structures shall not be of an unsightly or undesirable appearance.

4. If, after review, the Board of Architectural Review determines that the proposed structure(s) obstructs views to the ocean, are of a height or scale so as to be inharmonious with the surrounding area, or are of an undesirable or unsightly appearance, the Board of Architectural Review shall confer with the applicant in an attempt to bring the plans into conformance with the standards listed above. If the plans are not brought into conformance with

said standards, the Board of Architectural Review shall disapprove the plans and no Coastal Development Permit shall be issued

5. *The action of the Board of Architectural Review is final subject to appeal in compliance with Section 35-182 (Appeals).*

The project site is located within a sensitive viewing area where expansive blue water views of the ocean and sandy beach are available from public viewing areas, such as U.S. Highway 101 and Padaro Lane. The site is located within the view corridor overlay of Santa Barbara County's LCP, which provides standards for protecting views to the ocean from U.S. Highway 101. The proposed overcrossing would be at least 23 ft. in height and would be highly visible from sensitive public viewing areas and not in keeping with the existing community character. Therefore, an overcrossing structure adjacent to the beach would not appear to be consistent with the above cited visual resource protection policies of the Coastal Act and County's LCP.

Coastal Hazard Policies

Coastal Act Section 30253 requires, in part, that new development shall minimize the risks to life and property in areas of high geologic, flood, and fire hazard. Additionally, the certified Santa Barbara County LCP also contains the policies to minimize coastal hazards, as follows:

Coastal Act Policy 30253 (incorporated into the County's LCP through LUP Policy 1-1):

New development shall: 1. Minimize risks to life and property in areas of high geologic, flood, and fire hazard. 2. Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Coastal Land Use Plan Policy 3-3:

To avoid the need for future protective devices that could impact sand movement and supply, no permanent above-ground structures shall be permitted on the dry sandy beach except facilities necessary for public health and safety, such as lifeguard towers, or where such restriction would cause the inverse condemnation of the parcel by the County.

Toro Canyon Policy GEO-TC-4:

All development on shoreline properties shall be designed to avoid or minimize hazards from coastal processes, to minimize erosion both on and offsite, and to avoid the need for shoreline protection devices at any time during the life of the development.

Toro Canyon DevStd GEO-TC-4.3:

Shoreline and bluff development and protection structures shall be in conformance with the following standards.1. New development on a beach or oceanfront bluff shall be sited outside areas subject to hazards (beach or bluff erosion, inundation, wave uprush) at any time during the full projected 75-year economic life of the development. If complete avoidance of hazard areas is not feasible, all new beach or oceanfront bluff development shall be elevated above the base Flood Elevation (as defined by FEMA) and setback as far landward as possible. Development plans

shall consider hazards currently affecting the property as well as hazards that can be anticipated over the life of the structure, including hazards associated with anticipated future changes in sea level…

Based on the preliminary project description, either overcrossing or an undercrossing would include structural development on the seaward side of the UPRR ROW on the sandy beach and would likely be subject to wave runup and coastal erosion. Thus, any new structural development on the sandy beach at Santa Claus Lane Beach associated with a railroad overcrossing or undercrossing appears to be inconsistent with the above cited policies which prohibit locating new development in high coastal hazard areas.

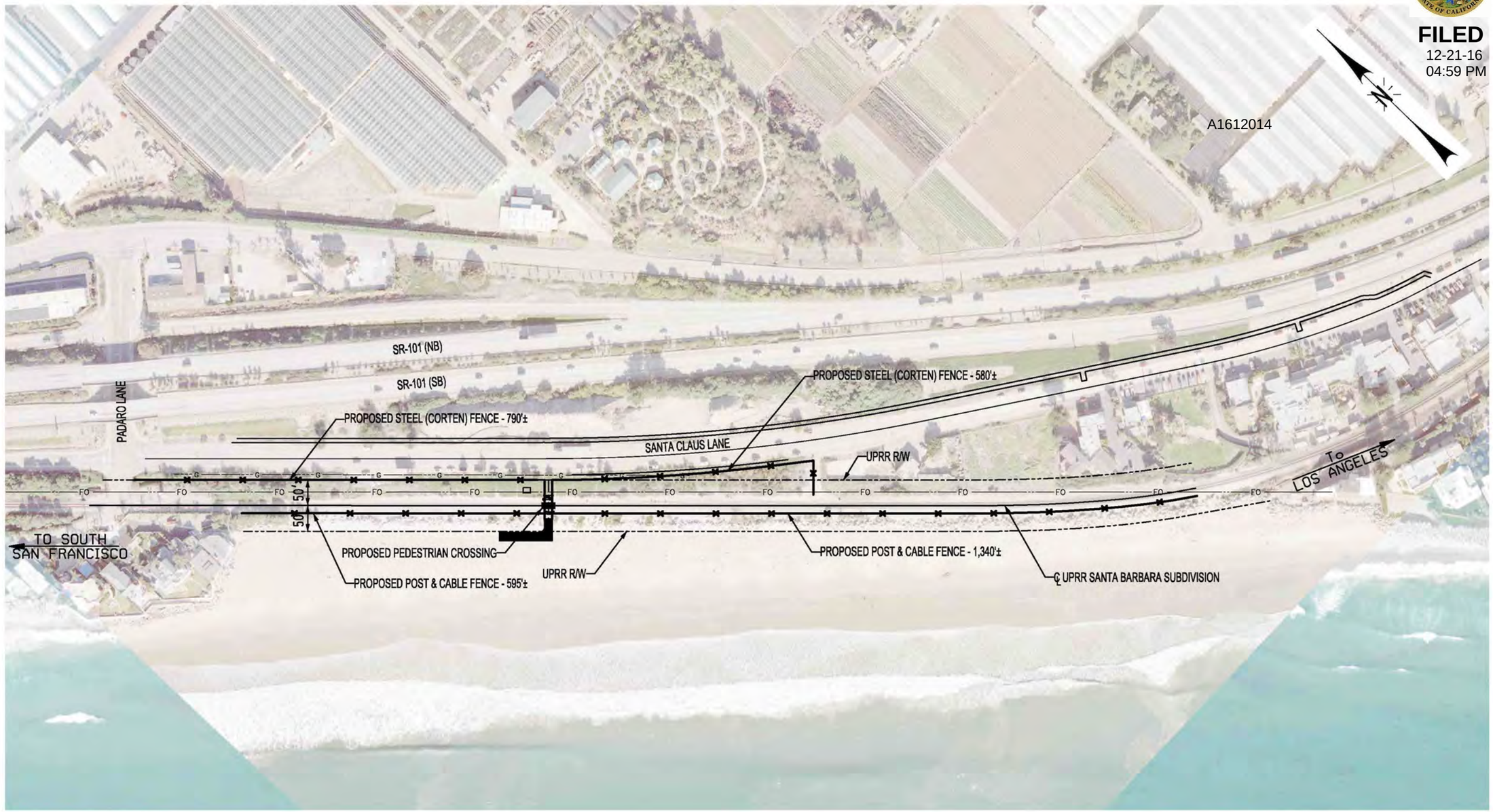
Therefore, Commission staff is in support of the County's project which includes a consolidated/formalized "at-grade" ADA accessible railroad crossing to facilitate and maximize safe public access to Santa Claus Lane Beach. Please note that our comments are preliminary in nature and do not provide an exhaustive analysis of applicable coastal resource protection policies. For any proposed project at Santa Claus Lane Beach, Commission staff will review the environmental documents for this project and will also review the Notice of Final Action for appealable coastal development permits approved by the County for the development for consistency with applicable policies and development standards. Depending on the particular details of the final approved project, there may be additional comments or issues to be addressed. Please contact me at (805) 585-1800 if you have comments or questions.

Sincerely,

Amber Geraghty

Amber Geraghty
Coastal Program Analyst

Cc: Jack Ainsworth, Senior Deputy Director, Coastal Commission
Steve Hudson, District Manager, Coastal Commission
Shana Gray, Supervisor, Coastal Commission



HDR Engineering, Inc.
3230 El Camino Real Suite 200
Irvine, California 92602

SANTA BARBARA COUNTY
PLANNING AND DEVELOPMENT

100 0 100 200
SCALE IN FEET

DRAWN BY: F. RYAN
CHECKED BY: F. CHEUNG
DATE: 11-21-16
SHEET NUMBER: 8 OF 9

UNION PACIFIC RAILROAD
Office of Assistant Vice President
Engineering Design/Construction

LOCATION & DESCRIPTION:
SANTA CLAUS LANE
PROPOSED PEDESTRIAN AT-GRADE CROSSING
M.P. 375.96 SANTA BARBARA SUBDIVISION

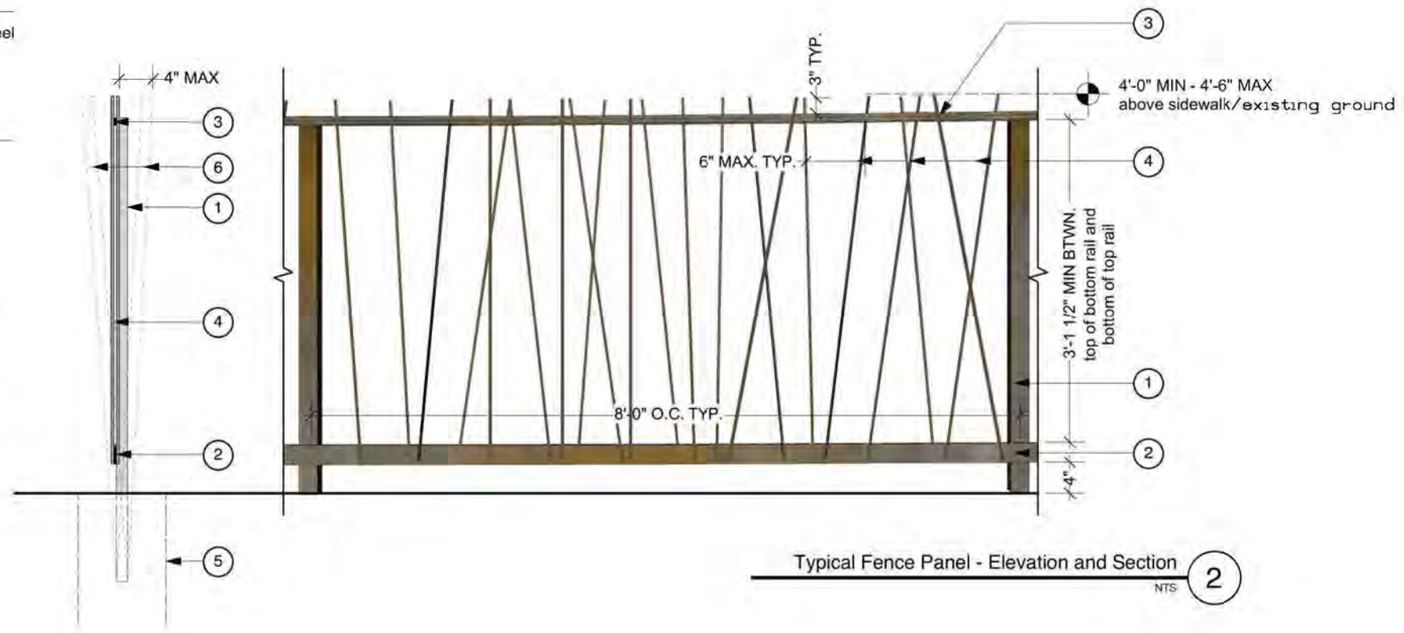
SHEET TITLE: EXHIBIT I - FENCE PLAN

Description:

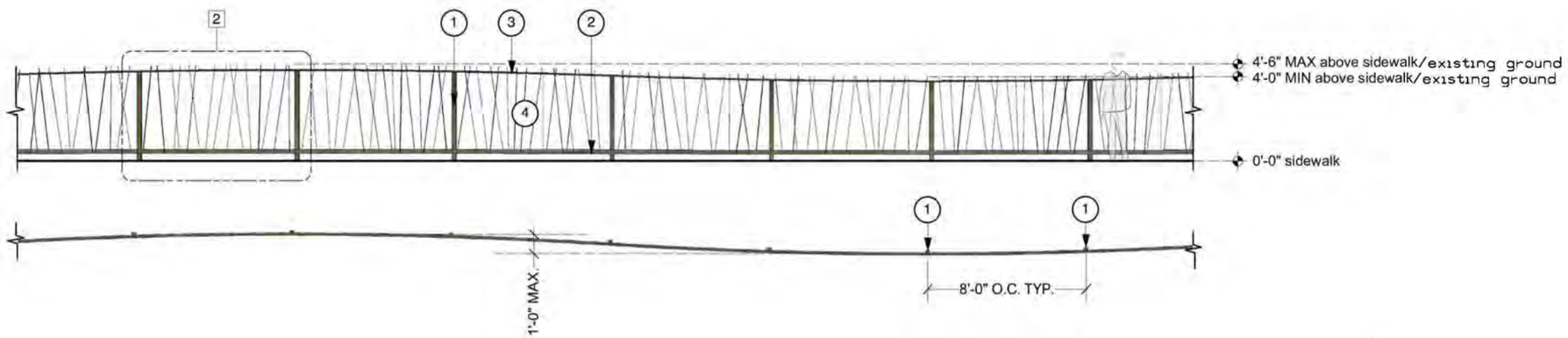
Custom fabricated ornamental A588 high strength weathered steel (Corten) fence proposed as part of the Santa Claus Lane circulation and parking improvements project.

Legend

1. 1 1/2" x 2 1/2 " solid A588 steel bar posts, 8'-0" O.C., field-cast into footing or bolted to base plate
2. 3/8" x 2 1/2 " solid A588 steel bar bottom rail
3. 3/8" x 1" solid A588 steel bar top rail
4. 3/8" diameter solid A588 steel rod, welded to top and bottom rails. 6" maximum gap between rods
5. concrete footing and post attachment per structural engineer
6. proposed subtle tilting of posts to create undulation of fence surface



Typical Fence Panel - Elevation and Section 2
NTS



Typical Fence Segment - Plan and Elevation 1
NTS

HDR Engineering, Inc.
3230 El Camino Real Suite 200
Irvine, California 92602

SANTA BARBARA COUNTY
PLANNING AND DEVELOPMENT

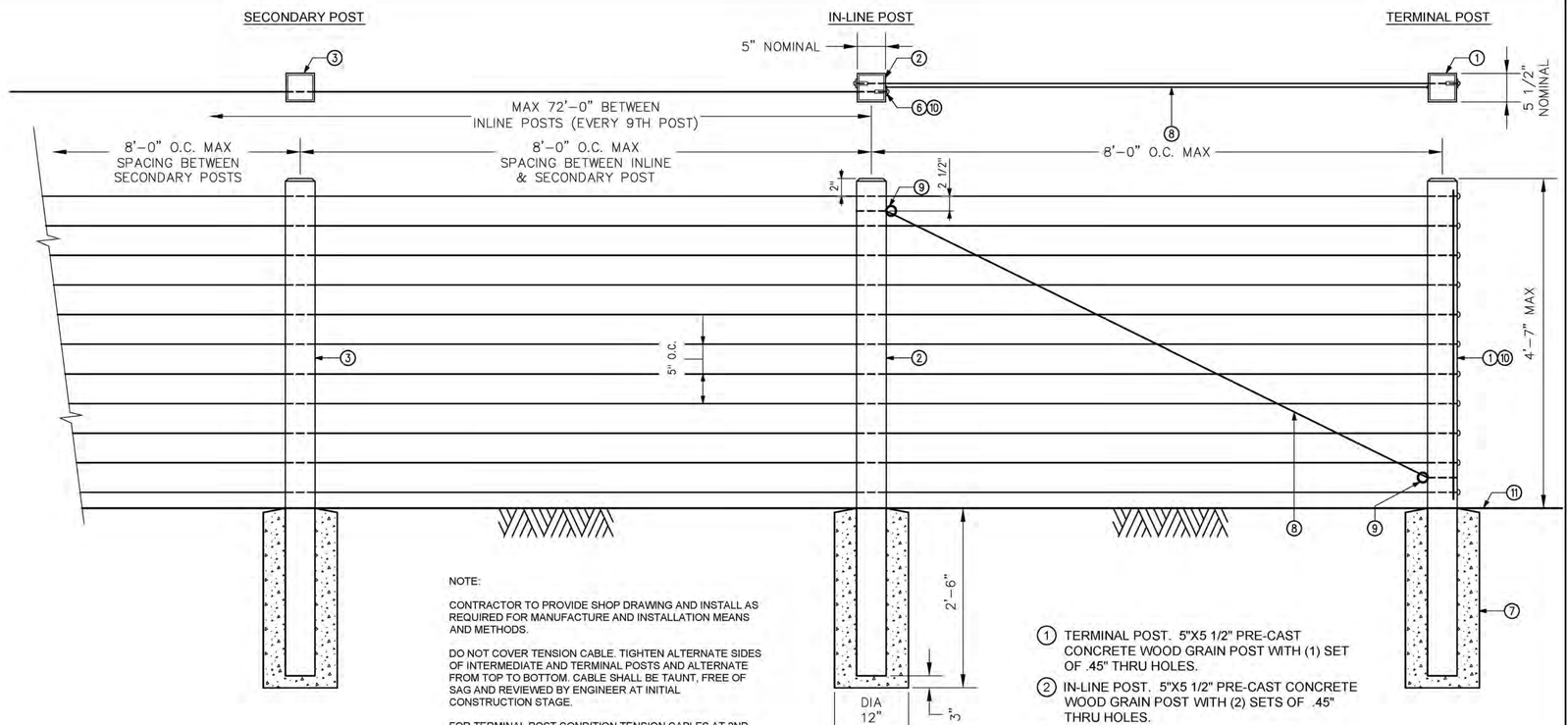
DRAWN BY: F. RYAN
CHECKED BY: F. CHEUNG
DATE: 11-21-16

UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design/Construction

LOCATION & DESCRIPTION: SANTA CLAUS LANE
PROPOSED PEDESTRIAN AT-GRADE CROSSING
M.P. 375.96 SANTA BARBARA SUBDIVISION

SHEET TITLE: EXHIBIT J - FENCE DETAILS

CABLE INSTALLATION NOTE:
CABLE RUNS WILL OCCUR IN INCREMENTS OF 72'. (EVERY 9TH POST) THEY WILL BE TENSIONED AT INLINE POSTS WHICH HAVE (2) SETS OF OFFSET THRU HOLES. INLINE POSTS WILL ALSO BE TENSIONED TO TERMINAL POST. TENSIONING SHALL OCCUR INCREMENTALLY ON BOTH IN-LINE AND TERMINAL POSTS AFTER ANGLED TENSION CABLE IS SECURED.



NOTE:

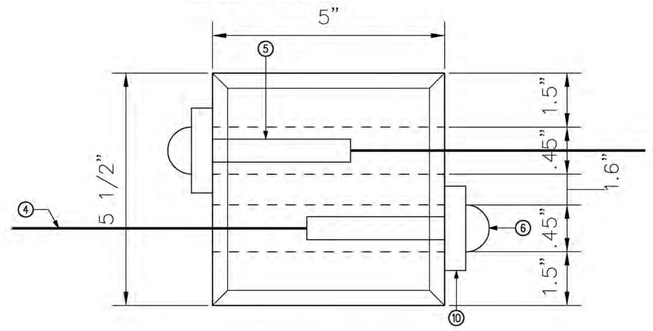
CONTRACTOR TO PROVIDE SHOP DRAWING AND INSTALL AS REQUIRED FOR MANUFACTURE AND INSTALLATION MEANS AND METHODS.

DO NOT COVER TENSION CABLE. TIGHTEN ALTERNATE SIDES OF INTERMEDIATE AND TERMINAL POSTS AND ALTERNATE FROM TOP TO BOTTOM. CABLE SHALL BE TAUNT, FREE OF SAG AND REVIEWED BY ENGINEER AT INITIAL CONSTRUCTION STAGE.

FOR TERMINAL POST CONDITION TENSION CABLES AT 2ND TO LAST POST PRIOR TO TERMINAL POST: CABLES BETWEEN 2ND AND END POST SHALL BE TENSIONED WITHOUT SAG AND TRANSFER OF LOAD TO 2ND TO LAST POST.

CONTRACTOR SHALL GRIND ENDS OF THREADED TERMINAL INTO HEX NUTS FOR VANDAL RESISTANCE.

CABLE SUPPLIER: SOUTHWEST CABLE RAILING
TEL: 626.806.8773 (OR EQUAL)



IN-LINE POST

1. TERMINAL POST. 5"X5 1/2" PRE-CAST CONCRETE WOOD GRAIN POST WITH (1) SET OF .45" THRU HOLES.
2. IN-LINE POST. 5"X5 1/2" PRE-CAST CONCRETE WOOD GRAIN POST WITH (2) SETS OF .45" THRU HOLES.
3. SECONDARY POST. 5"X5 1/2" PRE-CAST CONCRETE WOOD GRAIN POST WITH (1) SET OF .45" THRU HOLES.
4. 1X19 STAINLESS STEEL CABLE DIAMETER: 1/4" SPACING: MAX SPACE 5" O.C.
5. STAINLESS STEEL 1/4" LIFE LINE THREADED STUD TERMINAL AT BEGINNING OF CABLE RUN W/ 1/4" SS WASHERS AND NUTS
6. SS 1/4" LIFE LINE THREADED STUD TERMINAL AT END OF CABLE RUN
7. CONCRETE FOOTING 12" DIA. TAPER DOWN TOP AND COVER W/ NATIVE SOIL.
8. ANGLED 1X19 STAINLESS STEEL TENSION CABLE DIAMETER: 1/4"
9. STAINLESS STEEL 3/8" MACH. EYE BOLT. USE ROPE CLIPS AND TURNBUCKLE TO HOLD TENSION ON CABLE.
10. 1/8" THICK X 1 1/2" WIDE STAINLESS STEEL FLATBAR AT CABLE TERMINUS SIDES ONLY.
11. FINISH SURFACE.

B CABLE RAIL FENCE
NTS SECT / ELEV

EXHIBIT K

SANTA BARBARA COUNTY - SANTA CLAUS LANE PEDESTRIAN AT-GRADE RAIL CROSSING POST AND CABLE FENCING

Decision D.18-02-005 February 8, 2018

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Santa Barbara County for authority to construct a pedestrian at-grade rail crossing, Santa Claus Lane, at Mile Post 375.96, Union Pacific Railroad Santa Barbara Subdivision, proposed CPUC Number, 001E-375.96-D; USDOT 450433W.	Application 16-12-014 (Filed December 21, 2016)

DECISION AUTHORIZING THE COUNTY OF SANTA BARBARA TO CONSTRUCT AN AT-GRADE PEDESTRIAN-RAIL CROSSING AT SANTA CLAUS LANE, ACROSS THE UNION PACIFIC RAILROAD SANTA BARBARA SUBDIVISION LINE TRACK IN THE COUNTY OF SANTA BARBARA

Summary

This decision grants the County of Santa Barbara authorization to construct a public at-grade pedestrian-rail crossing over the Union Pacific Railroad Santa Barbara Subdivision Line track in the County of Santa Barbara. The new crossing will be identified as Santa Claus Lane, California Public Utilities Commission Crossing (CPUC) Number 001E-375.96-D and United States Department of Transportation (US DOT) Number 450433W. This decision also requires the closure of Lompoc private at-grade highway-rail crossing, across from West Ocean Avenue and La Salle Canyon Road, located on the Union Pacific Railroad Lompoc Branch, Santa Barbara County, identified as California CPUC Number 001EH-5.49-X and US DOT Number 745413D.

This proceeding is closed.

Discussion

The County of Santa Barbara (County) proposes to construct a new public at-grade pedestrian-rail crossing (crossing) at Santa Claus Lane over a single track of the Union Pacific Railroad (UPRR) Santa Barbara Subdivision Line at Mile Post 375.95. Along approximately 1,370-foot segment of this railroad track, the Pacific Ocean lies to the west and State Route (SR) 101 lies to the east. Santa Claus Lane runs parallel east of the tracks connects with SR 101 off-ramp and Padaro Lane intersection to the north, and SR 101 on-ramp and Sand Point Road intersection to the south.

The Santa Claus Lane roadway shoulders serve as vehicle parking for restaurants and shops in the area. There are several trails along this railroad track segment that visitors use to trespass the UPRR right-of-way and track to access the beach in an unsafe manner. UPRR operates three freight trains a day at 40 MPH, and Amtrak operates 12 passenger trains a day at 50 MPH on the track.

In the Application, the County, in cooperation with the California Coastal Commission (CCC), states that the crossing is necessary to provide a safe and legal public access to the beach. Without the crossing, the only way visitors access the beach is by trespassing across the UPRR right-of-way and track. The County prepared the *Santa Claus Lane Pedestrian Rail Crossing Railroad Grade Separation Study* (Study) to assess the practicability of grade-separated and at-grade pathway configurations, as well as not opening any new crossing. The Study concluded that the proposed Santa Claus Lane crossing configuration offers a safe and practicable alternative to the existing condition, provided that

specific safety treatments are implemented. The County estimates peak daily traffic of 1,400 pedestrians utilizing the crossing when it is opened.

The County will install the following crossing safety treatments as specified in the application and plans:

- Paved pathway approximately 18 feet wide with Americans with Disabilities Act (ADA) compliant treatments, including detectable warning tactile strips at each pedestrian approach to the track ;
- 36 inches high pedestrian channelization handrails; Two Pedestrian Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, mounted on the landward and seaward approaches to the crossing;
- Push-to-open emergency swing gates on both sides of the crossing;
- Precast concrete crossing panel surface across the track;
- High-strength weathered steel (Corten) fence, approximately four feet high along the railroad right of way, at both landward quadrants, with a lockable sliding gate, approximately four feet high, that operates to close the Corten fence gap at the crossing during hazard conditions;
- Post-and-cable fence, approximately four feet high along the railroad right of way, at both seaward quadrants; and
- California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and striping, including R15-8 "LOOK" signs and UPRR Standard "NO TRESPASSING" signs.

In Support of California Public Utilities Commission (CPUC/Commission) goal of reducing the number of at-grade rail crossings in California, the at-grade

highway-rail crossing identified as CPUC Number 001EH-5.49-X and US DOT Number 745413D located on the UPRR Lompoc Branch will be closed.

Environmental Review and CEQA Compliance

The California Environmental Quality Act of 1970, as amended, Public Resources Code Section 21000, et seq.) (CEQA) applies to discretionary projects to be carried out or approved by public agencies. A basic purpose of CEQA is to inform governmental decision makers and the public about potential, significant environmental effects of the proposed activities. Since the project is subject to CEQA and the Commission must issue a discretionary decision in order for the project to proceed (i.e., the Commission has the exclusive authority to approve the project pursuant to Section 1202 of the Public Utilities Code), the Commission must consider the environmental consequences of the project by acting as either a lead or responsible agency under CEQA.

The lead agency is either the public agency that carries out the project,[1] or the one with the greatest responsibility for supervising or approving the project as a whole.[2] Here, the County is the lead agency for this project, and the Commission is a responsible agency because it has jurisdiction to issue a permit for the project. As a responsible agency under CEQA, the Commission must consider the lead agency's environmental documents and findings before acting on or approving this project.[3] As a responsible agency, the Commission is responsible for mitigating or avoiding only the direct or indirect environmental

[1] CEQA Guidelines (Title 14 of the California Code of Regulations), Section 15051(a).

[2] CEQA Guidelines (Title 14 of the California Code of Regulations), Section 15051(b).

[3] CEQA Guidelines, Sections 15050(b) and 15096.

effects of those parts of the project which it decides to carry out, finance, or approve.[4]

On May 26, 2016, the County issued the Proposed Final Mitigated Negative Declaration (FMND), for Santa Claus Lane Pedestrian At-Grade Rail Crossing, within which the Environmental Impacts and Mitigation Measures were summarized.

On June 7, 2016, the County filed a Notice of Determination (NOD), approving the project and adopting the existing FMND. The NOD states that (1) the project will not have a significant effect on the environment; (2) a Negative Declaration was prepared for this project pursuant to the provisions of CEQA; (3) mitigation measures were made a condition of the approval of the project; (4) a mitigation reporting or monitoring plan was adopted for this project; (5) a Statement of Overriding Considerations (SOC) was not adopted for this project; (6) findings were made pursuant to the provisions of CEQA; and (7) the project did require discretionary approval from a state agency.

Impacts identified under CEQA, relating to the construction and implementation of the rail-crossing aspects of the overall project, are within the scope of the Commission's jurisdiction. The County's CEQA process identified impacts in the following areas as potentially significant without mitigation measures incorporated: air quality, biological resources, cultural resources, noise, and water resources/flooding. However, specific mitigation measures applied to each area would ensure that the project would not result in any significant cumulative impacts.

[4] CEQA Guideline Section 15096(g).

The Commission finds the proposed mitigation measures feasible and reasonable. The Commission reviewed and considered the County's FMND and NOD as they relate to this at-grade pedestrian rail crossing and finds them adequate for our decision-making purposes.

Filing Requirements and Staff Recommendation

The application is in compliance with the Commission's filing requirements, including Rule 3.7 of the Rules of Practice and Procedure, which relates to the construction of a public road across a railroad.

The Commission's Safety and Enforcement Division, Rail Crossings and Engineering Branch has inspected the site of the proposed crossing, reviewed and analyzed the plans submitted with the application, and recommends that the requested authority to construct the subject at-grade pedestrian rail crossing be granted for a period of three years.

Categorization and Need for Hearings

In Resolution ALJ 176-3391, January 19, 2017, the Commission preliminarily categorized this application as ratesetting, and preliminarily determined that hearings were not necessary. No protests have been received. A public hearing is not necessary, and it is not necessary to disturb the preliminary determinations.

Waiver of Comment Period

This is an uncontested matter in which the decision grants the relief requested. Accordingly, pursuant to Section 311(g)(2) of the Public Utilities Code and Rule 14.6(c)(2) of the Commission's Rules of Practice and Procedure, the otherwise applicable 30-day period for public review and comment is waived.

Assignment of Proceeding

Elizaveta Malashenko is the assigned Examiner in this proceeding.

Findings of Fact

1. Notice of the application was published in the Commission's Daily Calendar on December 30, 2016.

2. The County requests authority, under Public Utilities Code Sections 1201-1205, to construct a new public at-grade pedestrian-rail crossing over the UPRR Santa Barbara Subdivision track in the County of Santa Barbara. The crossing will be identified as Santa Claus Lane, CPUC Crossing Number 001E-375.96-D and US DOT Number 450433W.

3. The County is the lead agency for this project under CEQA, as amended.

4. On May 26, 2016, the County issued the Proposed FMND for Santa Claus Lane Pedestrian At-Grade Rail Crossing, within which the Environmental Impacts and Mitigation Measures were summarized.

5. On June 7, 2016, the County filed a NOD, approving the project and adopting the existing FMND.

6. The County's CEQA process identified impacts in the following areas as potentially significant without mitigation measures incorporated: air quality, biological resources, cultural resources, noise, and water resources/flooding. However, specific mitigation measures applied to each area would ensure that the project would not result in any significant cumulative impacts.

7. The crossing configuration offers a safe and practicable alternative over no new crossing and the existing "No Trespassing" railroad restrictions, provided a specific list of safety treatments are implemented.

8. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's FMND, and NOD.

Conclusions of Law

1. Safety, traffic, noise, and other impacts related to the crossing are areas within the scope of the Commission's permitting process.
2. The FMND and NOD prepared by the County as the documentation required by CEQA for the project are adequate for our decision-making purposes.
3. The FMND and NOD were completed in compliance with CEQA.
4. The FMND and NOD reflect the Commission's independent judgment and analysis.
5. The application is uncontested and a public hearing is not necessary.
6. The application should be granted as set forth in the following Order.
7. The proceeding should be closed.

O R D E R

IT IS ORDERED that:

1. The County of Santa Barbara is authorized to construct a new public at-grade pedestrian-rail crossing over the Union Pacific Railroad Santa Barbara Subdivision track at milepost 375.96, in the County of Santa Barbara.
2. The new public Santa Claus Lane at-grade pedestrian-rail crossing shall have the crossing treatments and configuration described above and specified in the application, amendment, and application attachments. The new public Santa Claus Lane at-grade pedestrian rail crossing shall be identified as California Public Utilities Commission Crossing Number 001E-375.96-D and United States Department of Transportation Number 450433W.

3. The private at-grade highway-rail crossing located on the Union Pacific Railroad Lompoc Branch, identified as California Public Utilities Number 001EH-5.49-X and United States Department of Transportation Number 745413D shall be permanently closed.
4. The County of Santa Barbara shall construct and maintain the high-strength weathered steel (Corten) fence on the landward side of the Union Pacific Railroad tracks.
5. The County of Santa Barbara shall construct and maintain the post and cable fence on the seaward side of the Union Pacific Railroad tracks.
6. Union Pacific Railroad shall be responsible for the operation of the sliding gates, locking the gates in the event of high surf to prevent pedestrians from entering the flooded crossing and reopening once determined the crossing is safe to cross.
7. Union Pacific Railroad shall ensure that Emergency Notification Systems Signs are installed to comply with Title 49, Code of Federal Regulation Section 234.309.
8. The County of Santa Barbara shall notify the California Public Utilities Commission's Safety and Enforcement Division, Rail Crossings and Engineering Branch at least five business days prior to opening the at-grade pedestrian-rail crossing. Notification must be made to rceb@cpuc.ca.gov.
9. Within 30 days after completion of the work under this order, the County of Santa Barbara shall notify the Rail Crossings and Engineering Branch in writing, by submitting a completed California Public Utilities Commission Standard (CPUC) Form G (*Report of Changes at Highway Grade Crossings and Separations*), of the completion of

the authorized work to construct the new pedestrian crossing and close the private crossing. Form G requirements and forms can be obtained at the CPUC web site Form G page at www.cpuc.ca.gov/Crossings/. This report may be submitted electronically to rceb@cpuc.ca.gov.

10. Within 30 days after completion of the work under this order, Union Pacific Railroad shall notify the Federal Railroad Administration of the existence/closure of the affected at-grade pedestrian-rail and highway-rail crossings by submitting a United States Department of Transportation CROSSING INVENTORY FORM, form FRA F6180.71. Concurrently the Union Pacific Railroad shall provide a copy of the inventory forms to the California Public Utilities Commission's Safety and Enforcement Division, Rail Crossings and Engineering Branch. This copy of the form may be submitted electronically to rceb@cpuc.ca.gov.
11. The County of Santa Barbara shall comply with all applicable rules, including California Public Utilities Commission General Orders, the United States Department of Transportation's Americans with Disabilities Act Standards for Transportation Facilities and the California Manual on Uniform Traffic Control Devices.
12. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not satisfied. Authorization may be revoked or modified if public convenience, necessity, or safety so requires.
13. A request for extension of the 3-year authorization period must be submitted to the California Public Utilities Commission's Safety and Enforcement Division – Rail Crossings and Engineering Branch at least

30 days before its expiration of that period. A copy of the extension request shall be sent to all interested parties.

14. This application is granted as set forth above.

15. Application 16-12-014 is closed.

This order is effective today.

Dated February 8, 2018, at San Francisco, California.

MICHAEL PICKER
President
CARLA J. PETERMAN
LIANE M. RANDOLPH
MARTHA GUZMAN ACEVES
CLIFFORD RECHTSCHAFFEN
Commissioners