

COASTAL CONSERVANCY

Staff Recommendation
September 14, 2023

ELLWOOD MARINE TERMINAL ACCESS PLANNING AND RESTORATION

Project No.23-058-01
Project Manager: Rachel Couch

RECOMMENDED ACTION: Authorization to disburse up to \$1,773,250 to the University of California, Santa Barbara (UCSB) for tribal and community engagement and outreach, planning and design of coastal access improvements; removal of legacy oil infrastructure; and restoration of coastal habitats at the Ellwood Marine Terminal site on the UCSB campus in Santa Barbara County, and adoption of findings under the California Environmental Quality Act.

LOCATION: University of California, Santa Barbara campus, Santa Barbara County (Exhibit 1)

EXHIBITS

- Exhibit 1: [Project Location Maps](#)
- Exhibit 2: [Figures and Photos](#)
- Exhibit 3: [Ellwood Marine Terminal Demolition and Restoration Project Final Initial Study and Mitigated Negative Declaration](#)
- Exhibit 4: [Project Letters](#)
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RESOLUTION AND FINDINGS

Staff recommends that the State Coastal Conservancy adopt the following resolution and findings.

Resolution:

The State Coastal Conservancy hereby authorizes a grant of an amount not to exceed one million seven hundred seventy-three thousand two hundred fifty dollars (\$1,773,250) the University of California, Santa Barbara (“UCSB” or “grantee”) for tribal and community engagement and outreach, planning and design of coastal access improvements; removal of legacy oil infrastructure; and restoration of coastal habitats at the Ellwood Marine Terminal site on the UCSB campus in Santa Barbara County.

Prior to commencement of the project, the grantee shall submit for the review and written approval of the Executive Officer of the Conservancy (Executive Officer) the following:

1. A detailed work program, schedule, and budget.
2. Names and qualifications of any contractors to be retained in carrying out the project.
3. A plan for acknowledgement of Conservancy funding.
4. Evidence that all permits and approvals required to implement the project have been obtained.

In addition, to the extent appropriate, the grantee shall incorporate the guidelines of the Conservancy's 'Coastal Access Project Standards'.

Findings:

Based on the accompanying staff recommendation and attached exhibits, the State Coastal Conservancy hereby finds that:

1. The proposed authorization is consistent with Chapters 6 and 9 of Division 21 of the Public Resources Code, regarding coastal resource enhancement and public access, respectively.
2. The proposed project is consistent with the current Conservancy Project Selection Criteria.
3. The Conservancy has independently reviewed and considered the Ellwood Marine Terminal Demolition and Restoration Project Final Initial Study and Mitigated Negative Declaration adopted by the University of California on August 17, 2023, pursuant to the California Environmental Quality Act ("CEQA") and attached to the accompanying staff recommendation as Exhibit 3. The Conservancy finds that the project as designed and mitigated avoids, reduces, or mitigates the potentially significant environmental effects to a less-than-significant level, and that there is no substantial evidence based on the record as a whole that the project may have a significant effect on the environment, as defined in 14 Cal. Code Regulations Section 15382.

STAFF RECOMMENDATION

PROJECT SUMMARY:

Staff recommends the Conservancy authorize a \$1,773,250 grant to the Regents of the University of California, for the Santa Barbara campus for tribal and community engagement and outreach, planning and design of coastal access improvements; removal of legacy oil infrastructure; and restoration of coastal habitats at the Ellwood Marine Terminal site on the UCSB campus in Santa Barbara County (Exhibit 1).

The centrally located and highly visible project site sits on approximately 20 acres of fenced and degraded coastal land on the UCSB campus and occupies the mesa's highest point. The site's location on the UCSB campus and along a well-used California Coastal Trail segment provides important opportunities to connect the community and students to the site's natural resources, as well as the magnificent shoreline and mountain views available from this high point. The site and surrounding areas have been heavily impacted by oil related activities resulting in contaminated soil and water, damaged habitats, invasive plant species, obstructed views, and

lack public of access. The Ellwood Devereux Open Space surrounds the project site and is a popular recreational area, drawing locals and visitors alike.

In 2004, the community driven *Joint Ellwood-Devereux Proposal* envisioned and subsequently implemented preservation of 652-acres of privately owned land surrounding the site as open space. The Ellwood Marine Terminal property is the last remaining piece of the conservation and public access puzzle to achieve the Ellwood-Devereux Open Space vision.

Demolition of legacy oil and gas storage and distribution infrastructure, including tanks, buildings, fences, pipes, dams, and containment areas, and soil remediation will prevent future degradation and contamination of the abandoned site. As an example of the future risks, recent storms have eroded the site's coastal bluff and dune areas and exposed the facility's pipeline connection to an offshore pipeline (Exhibit 2: Figures and Photos), highlighting the vulnerability of this facility to storms, coastal erosion, and eventual sea level rise. The site was abandoned when the final operator, Venoco, filed for bankruptcy in 2016 after the Refugio Oil Spill. UCSB was left with the abandoned and degrading facility. Multiple years of negotiation through the bankruptcy proceedings and with previous operators has resulted in an agreement with Exxon-Mobil to fund 60% of the demolition costs and 100% of the soil remediation costs, with the remediation being the component with the most uncertainty and risk.

The site has also been identified as culturally important by members of local Chumash Tribes with a history of past Chumash use. Tribal representatives have expressed interest in seeing the site restored and made available for cultural use. Finally, degraded habitats on the site including wetland, dune, and coastal areas are in need of restoration, which will also serve to arrest the spread of invasive non-native plants. This is particularly important since the recently restored North Campus Open Space is located immediately adjacent, and downwind of the marine terminal site. Over time this spread of invasive non-native plants could threaten the integrity of that restoration which the Conservancy helped fund.

The proposed project is composed of three parts: demolition and removal of the legacy oil and gas infrastructure, restoration of approximately 20 acres, and planning and community engagement for future tribal and public access to the site. The demolition component of the project will remove all above-ground infrastructure including storage tanks, buildings, pipes, dams and containment areas, and a 1,000-foot-long section of the pipeline that runs from the site through eroding coastal bluff and dunes into the ocean where it connects to an offshore loading pipeline (Exhibit 2). The offshore portion of the loading pipeline will be removed in partnership with State Lands Commission and is not part of this proposal. The demolition stage also includes grading the site for habitat restoration.

The habitat restoration component of the proposed project will restore approximately 20 acres of diverse coastal habitats including coastal sage scrub, wetland, oak woodland, dune and grassland, and riparian areas (Exhibit 2).

The proposed authorization would also fund planning for future public access to the site including robust Tribal and community engagement. Authentic and inclusive engagement with local Tribes is needed because the site was formerly used and still valued by Indigenous Chumash, who have expressed interest in co-management of land along this stretch of

coastline for gatherings and co-design of desired Tribal access amenities. Outreach and engagement with the community is needed to incorporate community ideas into a plan for public access along this scenic portion of the California Coastal Trail. Community stakeholders include neighbors, University students, faculty, staff, local naturalists, and open space and beach users, whose input will be sought on design of public access amenities such as trails, benches, and interpretive signage. The collaborative public access and interpretive design component will take place concurrently with the demolition phase of the project.

In summary, the proposed project will enhance a degraded industrial coastal site to provide multiple ecological and community benefits by removing legacy oil and gas facilities, planning for opening new land for Tribal and public access, restoring bluff, dune and other unique coastal habitats, and planning to enhance a scenic section of the California Coastal Trail.

Site Description: The approximately 20-acre project site is owned by UCSB and is located at the highest point of Ellwood Mesa on the UCSB campus. (Note that according to UCSB, although the Ellwood Marine Terminal Demolition and Restoration Project Final Initial Study and Mitigated Negative Declaration describes the project site as approximately 18 acres, it is actually closer to 20 acres.) The site stretches from Sands Beach at Coal Oil Point Reserve (COPR) to the California Coastal Trail and comprises a central part of the larger 652-acre protected Ellwood Devereux Open Space, which includes the recently restored UCSB North Campus Open Space and the City of Goleta's Sperling Preserve and monarch butterfly over-wintering areas. The fenced site has been heavily impacted by oil related infrastructure since it was constructed in 1928, serving as a marine terminal. The site includes tanks, pump buildings, a ballast pond, containment berms, and a loading line connecting the facility to the ocean through Sands Beach. The site's original topography was highly modified to create large basins to capture potential oil spills from the crude oil storage tanks.

The Ellwood Marine terminal has changed operators several times over the decades and previous operators have included Mobil Oil and most recently, the now bankrupt Venoco Oil, Inc. UCSB acquired the land title in 1994 when UCSB purchased land surrounding the former Ocean Meadows Golf Course. UCSB terminated the lease agreement with Venoco in 2016. The facility, which functioned to take crude oil from Platform Holly (via the Ellwood Onshore Facility (EOF)) and deliver it to tanker ships to be delivered to refineries, ceased operation in 2014. Venoco had constructed a pipeline to connect the EOF to the Plains All American line to carry the crude to refineries in Texas. Coincidentally, the Plains All American pipeline ruptured in May 2015 (Refugio Oil Spill) and has been non-operational ever since. Venoco Oil had been working with the County and UCSB to design and permit the demolition, soil remediation, and site restoration when the financial impacts of the pipeline closure hit, leading the company to declare bankruptcy.

Several unique features characterize the site and reflect its ecological potential. These include a dammed freshwater seep wetland, seasonal ponds, several large oak trees, and several acres of coastal sage scrub, native perennial grassland, and degraded coastal dune riparian and bluff scrub habitat. Onsite vegetation is primarily non-native annual grasses but also includes several acres of invasive pampas grass, fennel, and two view-blocking windrows of Eucalyptus trees.

Grant Applicant Qualifications: The UCSB Cheadle Center for Biodiversity and Ecological Restoration team (Cheadle Center) will oversee and carry out the proposed project. The Cheadle Center has a long track record for leading collaborative projects involving interested stakeholders, community groups, and public agencies to address complex natural resource and land use issues, and recently successfully completed the 136-acre restoration of diverse habitats as part of the North Campus Open Space (also known as Upper Devereux Slough) Restoration Project. The Cheadle Center has also implemented multiple smaller restoration projects since 1997. COPR staff will collaborate with the Cheadle Center to implement restoration on the reserve and to design public access components to protect the mission of the COPR. COPR staff have extensive experience implementing restoration and public access projects including projects funded by the State Conservancy.

UCSB Campus has a well-established system for managing grant funding, invoicing and reporting to support grants such as this. In addition, UCSB Design and Construction services department has extensive experience managing complex construction projects and would oversee site grading work.

CONSISTENCY WITH CONSERVANCY'S PROJECT SELECTION CRITERIA:

The proposed project is consistent with the Conservancy's Project Selection Criteria, last updated on September 23, 2021, in the following respects:

1. Extent to which the project helps the Conservancy accomplish the objectives in the Strategic Plan.

See the "Consistency with Conservancy's Strategic Plan" section below.

2. Project is a good investment of state resources.

The project is a good investment of state resources because it removes legacy oil infrastructure, restores habitat, and facilitates future access to a site of cultural and historical importance to the Indigenous Chumash people. It also builds on previous investments by UCSB and is supported by various state and federal agencies. The majority of the legacy oil infrastructure removal will be funded by non-state sources.

3. Project includes a serious effort to engage tribes. Examples of tribal engagement include good faith, documented efforts to work with tribes traditionally and culturally affiliated to the project area.

As mentioned in the Project Description section above, the public access design component will include extensive engagement with Tribes to cooperatively develop and design a dedicated gathering area, amenities, design elements and agreement for Chumash ceremonial use. This co-management approach will complement cultural burn projects and other ongoing collaborative efforts underway with tribes on campus. Tribal representatives will be compensated for their participation in the planning process and tribes with ancestral use or interest in the area will be invited to participate. UCSB is committed to engaging cooperatively with local Chumash Tribes on the project, and specifically on the access planning portion to ensure Chumash desires for specific use of the site is prioritized.

4. Project benefits will be sustainable or resilient over the project lifespan.

Once completed, the project will deliver benefits in perpetuity and will become more resilient by removing infrastructure from the beach, dune, and coastal bluff areas and allowing natural processes to occur. The project will not make future climate adaptation more difficult. Removal and clean-up of vulnerable legacy industrial facilities and restoration of degraded habitats will ensure project resilience and sustainability over the long term. The public access design will be integrated with the restoration and incorporate use of sustainable materials.

5. Project delivers multiple benefits and significant positive impact.

UCSB will plan and implement a project that will: a) provide co-benefits and alleviate multiple stressors within communities, such as improving public health, reductions in pollution burden, increasing access to open space, habitat enhancement, and other environmental benefits, b) increase equity and environmental justice by benefiting nearby underserved and systemically excluded communities such as Isla Vista and the Chumash Tribes, c) increase resilience to future climate change impacts such as sea-level rise, and d) provide benefits to underserved communities by contracting with the Camarillo Conservation Corps on the project to provide habitat restoration and public access job training and workforce development.

6. Project planned with meaningful community engagement and broad community support.

UCSB will hire consultants to assist with outreach and engagement efforts to tribes and the local community for public access and interpretive design. UCSB has agreed to a co-leadership role with Chumash Tribal groups in developing the public access component of the project. This will include compensating Tribal members for their participation. Efforts will include assessing and incorporating priorities for site co-management, uses and features for Chumash tribes as well as assessing and incorporating community values into site design. UCSB will engage with a diverse array of stakeholders including Chumash Tribes, neighboring residential areas that include the nearby disadvantaged communities of Isla Vista and Ellwood Shores, the UCSB community, and beach and open space users. Likely approaches will include social media, e-newsletter, tours, and culturally appropriate meetings and events.

PROJECT FINANCING

Coastal Conservancy	\$1,773,250
Wildlife Conservation Board	\$5,404,000
Exxon Mobil	\$2,837,500
UCSB	\$237,500
Project Total	\$10,252,250

Conservancy funds are anticipated to come from a Fiscal Year 2022/23 appropriation from the General Fund to the Conservancy for the purpose of climate resilience (The Budget Act of 2022, SB 154). These funds are available for the purposes described in Section 52 of SB 155, Chapter 258, Statutes of 2021, which include projects that protect and restore coastal habitat and coastal resilience projects. The proposed project is consistent with this funding source because

it will plan and implement the restoration of coastal dune, back dune, and bluff for purposes of restoring coastal habitats, which will reduce erosion and impacts from storm surge and sea level rise and enhance habitat for several species of concern. In addition, the proposed project will ensure that the broader upland restoration and public access project is constructed in a way that provides resilient habitat and nature-based solutions with respect to future climate change.

Unless specifically identified as “Required Match,” the other sources of funding and in-kind contributions described above are estimates. The Conservancy does not typically require matching funds or in-kind services, nor does it require documentation of expenditures from other funders or of in-kind services. Typical grant conditions require grantees to provide any funds needed to complete a project.

CONSISTENCY WITH CONSERVANCY’S ENABLING LEGISLATION:

The proposed project is consistent with Chapter 6 (Sections 31251-31270) and Chapter 9 (Section 31400-31410) of the Conservancy’s enabling legislation, Division 21 of the Public Resources Code regarding, respectively, the enhancement of coastal resources and the implementation of a system of public accessways to and along the state’s coastline.

Pursuant to Section 31251 of Chapter 6, the Conservancy may award grants to nonprofit organizations and public agencies for the purpose of enhancement of coastal resources that, because of human-induced events, or incompatible land uses, have suffered loss of natural and scenic values. UCSB is a state entity and the proposed project will remove an obsolete oil facility and related infrastructure and restore approximately 20 acres of coastal habitat.

Consistent with Section 31252, the project site is identified in the UCSB Long-Range Development Plan (LRDP, 2010), which is the University’s equivalent of a Local Coastal Program, as requiring public action to resolve existing or potential resource protection problems. Specifically, Policy ESH-46 states that “the Ellwood Marine Terminal (EMT) Facilities shall be removed and the site shall be restored to maximize habitat values.”

Pursuant to Section 31253, the Conservancy may provide up to the total cost of any coastal resource enhancement project. Consistent with Section 31253, the following factors were considered in determining the amount of Conservancy funding for this project: the total amount of funding available for coastal resource enhancement projects, the fiscal resources of the applicant, the urgency of the project, and the Conservancy’s project selection criteria, as described in the “Consistency With Conservancy’s Project Selection Criteria” section above.

Chapter 9 Section 31400 states that it is the intent of the Legislature that the Conservancy have a principal role in the implementation of a system of public accessways to and along the state’s coastline. In order to carry out that mandate, the Conservancy is authorized by Section 31400.1 to provide grants to public agencies or non-profits organizations to develop, operate or manage lands for public access purposes to and along the coast. Pursuant to Section 31400.2, the Conservancy may provide up to the total cost of the initial development of public accessways by a public agency, as provided in Section 31400.1. Consistent with Section 31400.2, the following factors were considered in determining the amount of Conservancy funding for this

project: the total amount of funding available for coastal public accessway projects, the fiscal resources of the applicant, the urgency of the project, and the Conservancy's project selection criteria, as described in the "Consistency With Conservancy's Project Selection Criteria" section above. Section 31400.3 authorizes the Conservancy to provide assistance to public agencies in establishing a system of public coastal accessways and related functions necessary to meet the objectives of Division 21. Consistent with these purposes, the proposed project will fund planning for the development and management of future public access at the coastal marine terminal site by UCSB, a state entity. The project will serve the recreational needs of residents and visitors to UCSB and Coal Oil Point Reserve from throughout the state and beyond.

CONSISTENCY WITH CONSERVANCY'S [2023-2027 STRATEGIC PLAN](#):

Consistent with **Goal 1.2 Return Power to Tribes**, the proposed project will return power to the Chumash by co-creating an access and interpretive plan that will allow for Chumash ceremonial use of the site after the oil infrastructure is removed and the site is remediated and restored.

Consistent with **Goal 3.2 Restore or Enhance Habitats**, the proposed project will restore and enhance approximately 20 acres of degraded coastal habitat.

CEQA COMPLIANCE:

The proposed project is the subject of the Ellwood Marine Terminal Demolition and Restoration Project Final Initial Study and Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) (Exhibit 3), which the University of California adopted on August 17, 2023. The IS/MND indicated that the project could have potentially significant effects on the following resources: Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Material, Hydrology and Water Quality, Land Use and Planning, Recreation, Transportation/Traffic, and Tribal Cultural Resources and identifies mitigation measures to avoid, reduce or mitigate all the possible significant environmental effects to less than significant.

The potentially significant impacts of the project and associated mitigation measures are summarized below:

Air Quality

Dust generated by construction activities would incrementally contribute to an existing air quality standard exceedance of particulate matter (PM10) and fugitive dust has the potential to result in significant nuisance impacts. Therefore, construction-related dust emissions would be a potentially significant air quality impact. Mitigation measures to reduce this impact include dust control best management practices required by the Santa Barbara County Air Pollution Control District.

Biological Resources

Soil disruption and removal of deeply rooted invasive plants has the potential to result in impacts from the spread of these species on and near the project site. The proposed

restoration plan would restore the project site and includes removal methods to avoid inadvertent spread of non-native species. In addition, a mitigation measure to reduce this impact includes implementation of a construction worker environmental awareness program to alert them to the presence of environmentally sensitive habitats, wetlands and special status species within the project site and the measures required to protect them.

Potential impacts to jurisdictional wetlands, Environmentally Sensitive Habitat Areas, and Sensitive Natural Communities, and special status species may occur during the removal of surface and subgrade features and redistribution of soil to match surrounding and historic contours. Mitigation measures include implementation of a tree protection plan, along with delineation and demarcation with temporary “wildlife-friendly” fencing of wetland habitat, native grassland, an onsite oak tree, and areas that support tarplant and other special status species that will not be affected by grading and site restoration. Together with implementation of the proposed restoration plan, these measures will prevent inadvertent damage during demolition and grading and reduce potential impacts to less than significant.

Removal of the onshore portion of the loading line has the potential to affect globose dune beetle and California legless lizard; earthwork and vegetation removal required to restore the ballast pond has the potential to affect California red-legged frog and Southwestern pond turtle. Mitigation measures include implementation of pre-construction surveys, avoidance, capture and relocation of sensitive species, biological monitors, and agency consultations to avoid and minimize impacts.

Removal of the onshore portion of loading line has the potential to result in short term impacts to Western snowy plover and California least tern breeding and nesting habitat as both species are vulnerable to disturbances caused by human activity such as nest crushing, incidental take of young or take or harassment of adult birds during non-breeding season, and predation by wildlife attracted to human activity. The project site is also adjacent to critical habitat designated for the Western snowy plover. Mitigation measures include timing construction to avoid nesting season, pre-construction worker environmental awareness training program, daily surveys, monitoring to ensure permit compliance during construction, and fencing or signing of nesting areas, work and staging areas and access routes, as required. Other mitigation measures include restricting vehicle speeds to 10 miles-per-hour, and consultation with the state and federal wildlife agencies and the Coal Oil Point Reserve Manager regarding any additional measures necessary to avoid harassment or take of species in or near the area.

Eucalyptus tree removal and trimming and noise and activities associated with demolition and restoration could result in loss or abandonment of active nests of raptors, bats, and other nesting birds in the project area and could affect Monarch butterflies. Mitigation measures include daily and seasonal timing of project work and pre-project surveys to confirm nesting is not in progress when work is initiated. If nests or roosts are found during pre-demolition surveys of certain structures, demolitions shall be delayed until the young birds have fledged and left nests, or young bats are weaned. If construction activities would disturb overwintering monarch butterflies, areas will be marked for avoidance and removal of involved Eucalyptus trees will be delayed until roosts are abandoned. During the monarch butterfly’s breeding season, milkweed plants containing larval monarchs could be impacted by project activities.

Prior to vegetation removal, surveys shall be conducted to identify any milkweed plants within the work area containing monarch butterfly caterpillars or eggs. If present, these milkweed plants will either be avoided or relocated.

With respect to the offshore project activities, removal of the offshore portion of the loading pipeline has the potential to result in significant impacts to seagrass and kelp habitats and grunion habitat. Mitigation measures include pre- and post-construction surveys of offshore project areas, preparation of a post-project technical report with a restoration proposal if necessary to address habitat impacts, and seasonal timing of intertidal activities to avoid grunion spawning season, to the extent possible. Offshore vessel operations and anchoring have the potential to create localized turbidity and affect nearby eelgrass beds, kelp (algae) beds, soft-bottomed seafloor habitat, rocky substrate, and other marine resources. In addition to the mitigation measures discussed above for the pipeline removal, mitigation measures to address these potential impacts include preparation and implementation of a vessel anchoring plan to avoid sensitive ocean floor habitats and an Oil Spill Contingency Plan to minimize risks associated with potential releases of oil and other contaminants. Vessel operations also have the potential to result in significant impacts due to potential disturbance to pinnipeds and migrating whales. Mitigation measures include preparation and implementation of a Marine Wildlife Monitoring and Contingency Plan, which will include measures to avoid and minimize potential impacts to marine mammals.

Cultural Resources

Ground disturbance at the project site has the potential to affect cultural resources if undisturbed diagnostic artifacts or human remains are encountered in previously inaccessible locations, e.g. beneath the tanks or within the berms. Mitigation measures to reduce these potential impacts include retaining an archaeologist and a Chumash Tribal representative to conduct a pre-construction meeting, monitor project activities, and halt or redirect the project activities if potentially significant cultural resources are exposed. In the event that cultural resources or human ancestral remains are discovered, the project will follow certain protocols, as described in the mitigation measures, and adhere to all relevant state and federal procedures.

Hazards and Hazardous Material

Existing soil and groundwater contamination at the project site has the potential to result in significant environmental impacts, such as air emissions and adverse effects on water quality and wildlife. The project includes preparation of a site assessment plan and remediation plan that will be submitted to the Regional Water Quality Control Board and UCSB for approval. Implementation of the approved remediation plan will reduce potential impacts relating to existing contamination conditions to a less than significant level. Offshore components of the project could result in an accidental release of hydrocarbons or other contaminants from a vessel or the loading line to the environment. Preparation and implementation of the Oil Spill Prevention and Contingency Plan discussed above and compliance with applicable regulatory requirements would reduce these potential impacts to a less than significant level.

Hydrology and Water Quality

Sand jetting operations that may be used to uncover the loading line in nearshore areas has the potential to result in turbidity and reduced light impacts to kelp beds and rocky reef habitat. To mitigate potential negative impacts from sand jetting within the littoral zone, and if ocean conditions allow, floating sediment curtains shall be deployed downstream of the jetting location to protect nearby kelp beds and rocky reef habitat.

Land Use and Planning

Some of the proposed project activities may conflict with policies of the 2010 Long Range Development Plan (LRDP), which is a potentially significant land use impact. However, these land use policy conflicts would be resolved with the implementation of mitigation measures identified for biological resources, cultural resources, and hazards/hazardous materials. Therefore, the impacts will be less than significant.

Recreation

The project includes development of new hiking trails. The proposed trails would not result in significant environmental impacts and the impacts of the entire project can be reduced to less than significant levels with implementation of the mitigation measures summarized herein. The project would not result in or cause population growth that would result in an increased demand for recreation facilities and therefore would have no impact related to a need to expand or construct recreation facilities.

Transportation/Traffic

The movement of over-sized vehicles through the Storke Road/Sierra Madre Court intersection, and along the Sierra Madre Court roadway, has the potential to result in short-term safety conflicts at the intersection and with residential traffic along Sierra Madre Court. Mitigation measures to reduce this impact include utilizing flagmen or other appropriate traffic control and safety measures at these locations when over-sized vehicles enter or leave the project site.

Tribal Cultural Resources

Project activities could have a significant impact on tribal cultural resources, including significant Native American artifacts and human remains. However, implementation of the mitigation measures identified for Cultural Resources discussed above would reduce these potentially significant impacts to less than significant. The mitigation measures were developed in consultation with representatives of the Santa Ynez Band of Chumash Indians.

Staff has independently evaluated the Ellwood Marine Terminal Demolition and Restoration Project Initial Study and Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) adopted by the University of California on August 17, 2023, and concurs that there is no substantial evidence that the proposed project will have a significant effect on the environment. Staff therefore recommends that the Conservancy find that the project as mitigated avoids, reduces, or mitigates the possible significant environmental effects to a level of less-than-significant and that there is no substantial evidence that the project will have a significant effect on the environment as that term is defined by 14 Cal. Code Regs. §15382.

Upon approval of the project, Conservancy staff will file a Notice of Determination.