

## **RIVERBEND PARK MASTER PLAN AND TRAIL PROJECT DESCRIPTION**

The Master Plan project area is located in and adjacent to the City of Lompoc, in Santa Barbara County. Lompoc is located along Highway 1 in Santa Barbara County, approximately 45 miles north of Santa Barbara.

### **Phase I Project Elements - 2006**

#### North Park Playing Fields

The proposal includes the development of a large turf area to provide the maximum amount of playing-field practice area at Riverbend Park. The turf area will provide six soccer fields or four little league fields and one Babe Ruth-sized field. All field improvements will be temporary, with chalk lines and portable goal posts, backstops and bleachers. Water to irrigate the proposed sports practice fields will be supplied through an existing on-site well or a metered connection to the City's domestic water supply at McLaughlin Road. Natural soil amendments will be used in lieu of chemical fertilizers. Gopher traps will be used to control the gopher population.

#### Access and Parking

Access to Riverbend Park is from McLaughlin Road. Parking for up to 580 vehicles is proposed on the north side of the park. The requirements of the Americans with Disabilities Act (ADA) must be met in all parking areas and walkways.

#### Restroom Facilities

Because permanent structures cannot be placed in the regulatory floodway, portable toilets will be provided in Riverbend Park for public use. The toilets will be regularly serviced and will be able to be removed within an hour's notice.

#### Lighting

Lighting in and around Riverbend Park is not planned because permanent structures such as lights are not permitted in the floodway. In addition, the proposed playing fields are adjacent to riparian open space where there is the potential for lighting to disturb nesting birds and animals. Portions of the Riverbend Park site are within the 34:1 Approach Surface and the 7:1 Transitional Surface of the Lompoc Airport and are visible from adjacent residences. Lighting of the fields or Park improvements at Riverbend Park could interfere with airport operations or impact nearby residences.

#### Park Host Facility

A full-time, on-site resident park host will be assigned to Riverbend Park. A new paved driveway to the Park Host's residence will be located south of McLaughlin Road, opposite the existing parking lot entrance for Riverbend Park. The park host's residence is to be located south of McLaughlin Road, west of the Regulatory Floodway. The residence will be a recreational vehicle (RV), capable of being removed at any time, to limit flood hazards. All improvements associated with the Park Host facility are to be located outside of the Regulatory Floodway.

Additional improvements associated with the park host facility include a concrete pad and metered electrical and water connections to City electric and water lines, located in McLaughlin

Road. Utility connections will be flood-proofed, with back-flow prevention provided and shall be designed to comply with any applicable FEMA-rated protection requirements. The RV will have self-contained waste tanks that will either be discharged at a designated off-site disposal station or pumped by a mobile unit. Limited lighting is proposed directly adjacent to the Caretaker's residence. This lighting shall be shielded, directed downward and located outside of the Regulatory Floodway.

#### Kiosk

A kiosk will be provided at the entrance to Riverbend Park and the Bike Trail. The kiosk will be designed to securely display regulations, maps, safety information and educational material for park and trail users.

#### Hours of Operation

The North Park will be open from dawn to dusk, seven days a week.

### **Phase II – Santa Ynez River Multi-use Bike Trail - 2006**

#### Santa Ynez River Bike Trail

The Santa Ynez River Multi-use Bike Trail will run along the Santa Ynez River, beginning at the intersection of East College Avenue and Riverside Drive. The Trail will follow an existing dirt road alongside the Santa Ynez River. From this point the Trail will extend the length of the bluff along Riverside Drive, ultimately finishing at McLaughlin Avenue. The trail will be 8-feet wide and paved for bicycle and pedestrian use. There will be 2-foot gravel shoulders on each side of the trail for use by runners and pedestrians. A small segment of the Bike Trail (Class 2) is to be improved within the existing 12<sup>th</sup> Street right-of-way, between Highway 246 and Laurel Avenue. This segment will connect with the Class II bikeway along Highway 1, south of Highway 246.

#### Signage

Prescriptive and prohibitive signs will be developed and placed along the Trail, such as "Environmentally Sensitive Area", "Stay On Trail", "No Litter", "No Motorized Vehicles", and other regulatory or cautionary signage. Educational signs and displays interpreting the natural history of the area will also be provided.

#### Construction Area

Because the existing dirt road is so wide, virtually no trimming or pruning of vegetation will be required to construct the Bike Trail. A clear construction area of approximately 20-feet is expected to be needed. This width is present, without interference by trees or shrubs, all along the existing dirt road. In one location of Segment 1 of the trail, a single branch of a tree in Riverbend Park may need to be trimmed to ensure adequate clearance. A Streambed Alteration Agreement will be applied for if trimming of any branches of riparian vegetation, three inches in diameter or greater, is required.

#### ORV Control

The existing illegal ORV use is not consistent with the uses encouraged by a Bike Trail. Therefore, in an effort to discourage ORV use of the area, exclusionary devices will be

considered for installation at Bike Trail entrances. City rangers with the power to issue citations also patrol the area.

#### Native Plantings and Habitat Enhancement

In areas where plants have been damaged or are sparse, particularly along the east side of the bike trail and where erosion is occurring because of a lack of vegetative cover, additional native plantings are proposed. These plantings are expected to be made as a beneficial restoration of the native habitat, not as mitigation for the project. Planting will be done in the fall, in successive years, as time and resources allow. Native plantings shall be irrigated for the first three years. If they have not been properly established during that time period, they shall be irrigated for an additional two years.

#### Invasive Species

Non-native invasive vegetation (tree tobacco, castor bean, giant cane, etc.) is to be removed from the Master Plan area. Plant material will be disposed of in a manner and at a location that prevents its re-establishment. Removal will be done during the spring/summer season, as needed.

#### Hours of Operation

The Bike Trail will be open from dawn to dusk, seven days a week.

### **Phase III Project Elements - 2015**

#### South Park Turf / Playing Fields

The south park area is proposed to be developed with open recreational turf for a up to four little league fields, alternating with four soccer fields, and a parking lot for up to 308 cars. Access to the South Park will be from McLaughlin Road. Temporary playing fields will be delineated by chalk and will utilize portable goal posts, backstops and bleachers. Natural soil amendments will be used in lieu of chemical fertilizers. Gopher traps will be used to control the gopher population. Water to irrigate the proposed sports fields will be supplied through an existing on-site well or a metered connection to the City's domestic water supply at McLaughlin Road.

#### Recreational Use Area

The western portion of the South Park area, located outside of the Regulatory Floodway, can be developed with traditional improved-park amenities. Four tennis courts and a permanent restroom are proposed for this area. Other amenities that could be considered in the future are drinking fountains, a basketball court, open recreational area, a tot lot, community garden or picnic area. The determination regarding the exact mix and location of recreational facilities on the western portion of this property will be made at the time this Phase of the Riverbend Park Master Plan is developed.

#### Lighting

Lighting is not proposed in Phase 3 of Riverbend Park.

#### Hours of Operation

The South Park will be open from dawn to dusk, seven days a week.

## **Environmental Issues and Probable Environmental Effects**

The following environmental effects are anticipated to occur and related mitigation measures (partial list) are expected to be needed, as a result of the development of the proposed Riverbend Park, (Phases I and III) and the Santa Ynez River Bike Trail (Phase II).

### Hydrology and Water Quality

- Potential for sediment in storm water as a result of construction. Expected need for a Storm Water Pollution Prevention Plan (SWPPP) and attendant Best Management Practices to address this issue.
- Potential for flood Hazard
- Need for emergency removal plan for temporary structures to be located within the regulatory floodway.

### Transportation

- Increased traffic to Riverbend Park, potentially contributing to a need for future improvement of the Congestion Management Plan intersection at “H” and Central.

### Air Quality

- Potential for increased air emissions. Impact expected to be less than significant.

### Agricultural Conversion

- Use of previously cultivated prime agricultural lands (Class II) for sports fields and park improvements.

### Biological Resources

- Potential for sensitive species within the project area.
- Need to adopt mitigation to ensure avoidance of nesting birds, particularly Southwestern Willow Flycatcher and migratory bird species.
- Need to implement SWPPP to ensure increased siltation does not impact the Santa Ynez River and migrating Southern California Steelhead.
- Need to incorporate avoidance measures to ensure there is no impact to Red-Legged Frog or other sensitive species.
- Need to incorporate measures to ensure no impact to maritime chaparral or black-flowered figwort.

### Noise

- Potential for temporary construction impact of noise on adjacent residences to the south.

### Hazards

- Potential for presence of minor soil contamination
- Need for mitigation to remove and clean-up any limited oil stained earth around previous water pump and any remaining equipment from agricultural operations.

Cultural Resources

- Potential for impacts to known archaeological site.
- Need to avoid impacts to known archaeological site (Lompoc Dump) located approximately 3-4 feet below the alignment of the proposed bike trail.

Recreation

- Potential for recreational use to draw people to the biologically significant riverbed area, thereby adversely impacting it.
- Need to address the impact of siting recreational in close proximity to the riverbed, drawing people to this biologically significant area.

The following studies have been prepared in connection with the development of Riverbend Park and the Santa Ynez River Bike Trail.

<b>Document</b>	<b>Prepared by</b>
Cultural Resources Inventory for the Expansion of Riverbend Park, Lompoc	Jones & Stokes Contact: Shahira Ashkar January 2001
Extended Phase I Testing at CA-SBA-1767H, The Lompoc City Dump Site, for the Riverbend Park Bikeway in Lompoc, Santa Barbara County, California	Applied Earthworks, Inc. Contact: Wendy Nettles February 2004
Focused Rare Plant Surveys for the Black-Flowered Figwort ( <i>Scrophularia atrata</i> ) on the proposed Riverbend Park Bikeway, Lompoc, California	Rincon Consultants, Inc. Contact: Kevin Merk July 2003
Site Assessment and Protocol-level Surveys for California Red-Legged Frog, Riverbend Park and Santa Ynez River Trail Project	Jones & Stokes September 2002 Revised February 2003
Protocol-Level Survey for Southwestern Willow Flycatcher and Least Bell's Vireo	Jones & Stokes September 2002
Phase 1 Environmental Site Assessment	ENSR August 1999
Environmental Noise Study for the Proposed Riverbend Park and Trail Master Plan	Wieland Associates Contact: David Wieland May 2004
Traffic and Circulation Study Riverbend Park and Bike Trail Master Plan	Associated Transportation Engineers Richard L. Poole, PE Contact: Dan Dawson May 2004
Riverbend Park Flooding Analysis, Lompoc, CA	Penfield & Smith Contact: Craig A. Steward, PE December 2000