

6.0 ALTERNATIVES

As required by Section 15126.6 of the CEQA Guidelines, this EIR examines a range of reasonable alternatives to the Project. The following alternatives are evaluated in this EIR:

- *Alternative 1: No Project/No Development*
- *Alternative 2: Avoid CA-SBA-56 and Buffer*
- *Alternative 3: Increase Railroad/Freeway Buffer and Higher Sound Barrier*
- *Alternative 4: Reduced Building Height*
- *Alternative 5: Mixed Use Development*

This section also includes a discussion of the “environmentally superior alternative” among the alternatives analyzed.

The following are the Project objectives as described in Section 2.0, *Project Description*.

1. *Complete development of residential units in the Central Hollister Residential Development area on Affordable Housing Opportunity Site.*
2. *Construct 132 senior apartment units and 228 market rate/workforce apartment units.*
3. *Create an infill development of high density senior and workforce rental housing to be at lower rental rates than the adjacent Willow Springs I and Willow Springs II multifamily housing projects.*
4. *Fully utilize the existing public infrastructure (Camino Vista and all utilities) provided by Willow Springs and Willow Springs II.*
5. *Promote City planning goals by developing a high density residential project located conveniently close to a major transportation corridor and to employment and recreational areas.*
6. *Provide a public neighborhood park in the location shown in General Plan Figure 3-2 (Park and Recreation Plan Map).*
7. *Protect, and preserve on-site cultural resources.*
8. *Develop multifamily residential housing while maintaining visual resources.*

6.1 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT

6.1.1 Alternative Description

Alternative 1, the “No Project/No Development” alternative, assumes that no residential development would occur on the Project site and that environmental conditions would not change. The Project site would remain vacant. This alternative would not add residents to the City’s population. Absent additional housing, population growth in the City would be accommodated through other proposed residential development projects within the City.

This alternative would not meet any of the Project objectives, including those related to the development of affordable rental housing to meet the City’s Regional Housing Needs Assessment (RHNA) requirements.



6.1.2 Impacts

Implementation of this alternative would not result in any physical changes to the Project site since it would not accommodate any new development. This alternative would remove the unavoidably significant impacts with respect to obstruction of scenic views from S. Los Carneros Road (refer to Section 4.1, *Aesthetics*), the known undisturbed human burial site (refer to Section 4.4, *Cultural Resources*), risk of upset (refer to Section 4.7, *Hazardous Materials/Risk of Upset*), General Plan consistency (refer to Section 4.9, *Land Use*), construction noise (refer to Section 4.10, *Noise*), and solid waste (refer to Section 4.14, *Utilities and Service Systems*). This alternative would also remove other significant, but mitigable impacts with respect to visual character (refer to Section 4.1, *Aesthetics*), light and glare (refer to Section 4.1, *Aesthetics*), health risk (refer to Section 4.2, *Air Quality*), special status plant and animal species and habitats (refer to Section 4.3, *Biological Resources*), intact CA-SBA-56 deposits (refer to Section 4.4, *Cultural Resources*), geotechnical impacts (refer to Section 4.5, *Geology and Soils*), site drainage (refer to Section 4.8, *Hydrology and Water Quality*), on-site noise conflicts (refer to Section 4.10, *Noise*), and pre-construction soil export haul trips (refer to Section 4.13, *Transportation/Circulation*). However, the site would retain the existing Design Residential (DR-20) zoning and the Affordable Housing Opportunity Site designation pursuant to the City's General Plan, which would accommodate future residential development on the site.

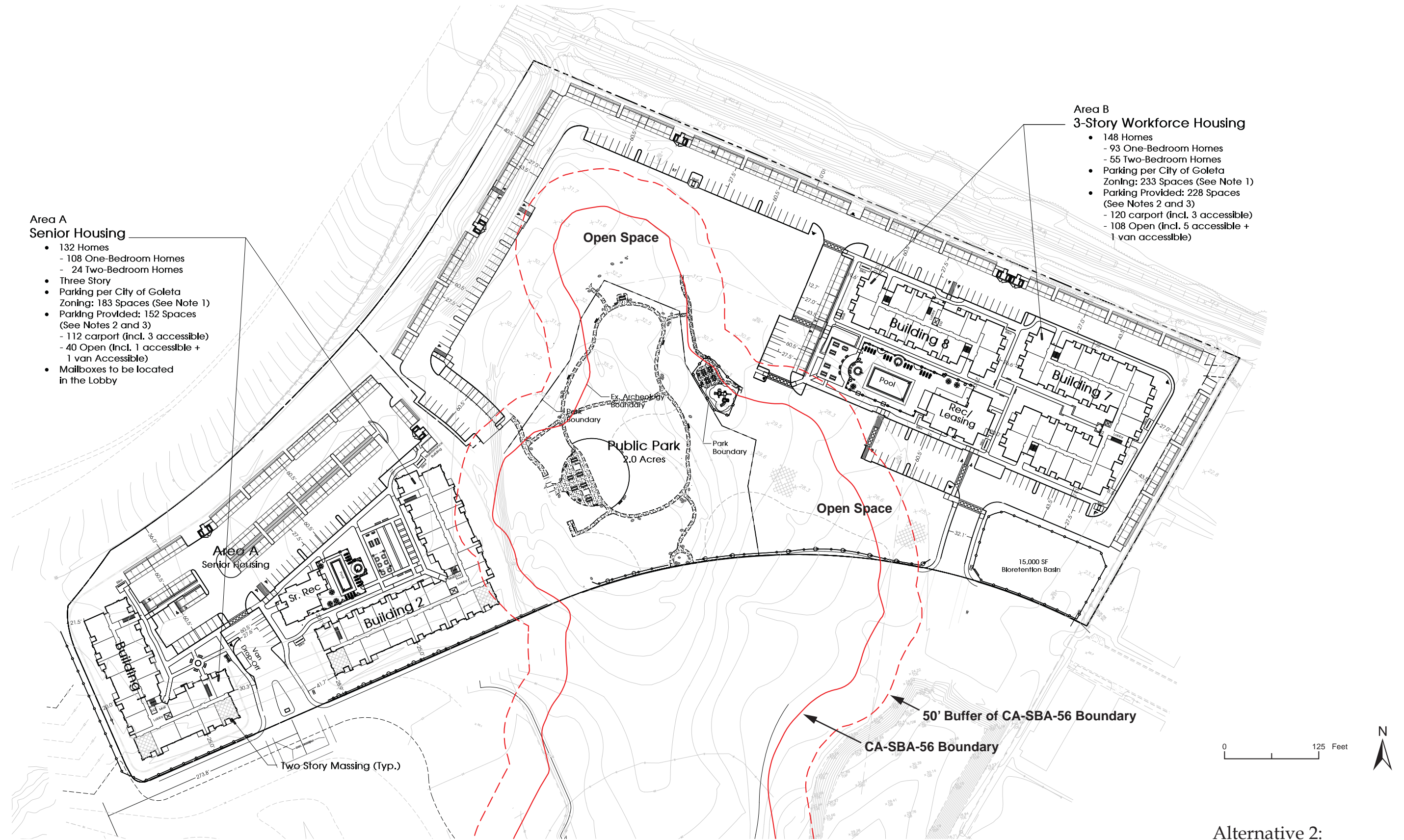
6.2 ALTERNATIVE 2: AVOID CA-SBA-56 AND BUFFER

6.2.1 Alternative Description

Alternative 2, the "Avoid CA-SBA-56 and Buffer" alternative would eliminate the portion of the proposed development that lies within the boundary of the CA-SBA-56 archaeological site and the 50-foot buffer surrounding CA-SBA-56, which includes Buildings 3, 4, 5, and 6 and on-site parking. In order to avoid impacting CA-SBA-56 and the 50-foot buffer, some or all of four proposed residential buildings in Area B (Buildings 3, 4, 5, and 6) and approximately 21 uncovered parking spaces and 9 carport parking spaces would be eliminated from the plan. A potential layout for the site that eliminates structural development within the boundary of the CA-SBA-56 archaeological site, and minimizes structural development within the 50-foot buffer surrounding CA-SBA-56 is shown in Figure 6-1.

Under this alternative, the total number of proposed units on the Project site would be reduced by 111 to 249 units, compared to the Project's 360 units. The elimination of development within the 50-foot buffer surrounding CA-SBA-56 would reduce the net developable area of the Project site from 14.24 acres to approximately 12.42 acres. Based on the minimum density of 20 units/acres associated with the Affordable Housing Opportunity Site designation, a minimum of 249 units would need to be provided on the 12.42-acre site. The reduction of residential units would be approximately proportional between proposed workforce housing and senior units, resulting in 158 workforce units and 91 senior units under this alternative. Based on an average household size of 2.76 persons for workforce housing (158 units proposed) and 1.11 persons for senior housing (91 units proposed), this alternative would add an estimated 537 new residents (Department of Finance, 2015). The site plan for this alternative would require reconfiguration of the residential structures, site access, and parking, on the remainder of the Project site to accommodate 249 units. This may require most if not all of the residential buildings to be three stories in height. Depending on the design, this change may affect the bedroom mix. The park in the central portion of the site would remain and would be expanded to cap the remainder of CA-SBA-56 and the 50-foot buffer.





- Area A
Senior Housing**
- 132 Homes
 - 108 One-Bedroom Homes
 - 24 Two-Bedroom Homes
 - Three Story
 - Parking per City of Goleta Zoning: 183 Spaces (See Note 1)
 - Parking Provided: 152 Spaces (See Notes 2 and 3)
 - 112 carport (incl. 3 accessible)
 - 40 Open (incl. 1 accessible + 1 van Accessible)
 - Mailboxes to be located in the Lobby

- Area B
3-Story Workforce Housing**
- 148 Homes
 - 93 One-Bedroom Homes
 - 55 Two-Bedroom Homes
 - Parking per City of Goleta Zoning: 233 Spaces (See Note 1)
 - Parking Provided: 228 Spaces (See Notes 2 and 3)
 - 120 carport (incl. 3 accessible)
 - 108 Open (incl. 5 accessible + 1 van accessible)

Alternative 2:
Avoid CA-SBA-56

Figure 6-1
City of Goleta

Source: The Towbes Group, September 2014

Under this alternative, Objective 2 would not be fully met due to the reduced number of residential units on the Project site. Objectives 1, 3, 4, and 5, which relate to providing residential development on the site that completes the development of the Central Hollister Residential Development area, would continue to be met at the minimum density anticipated by the Affordable Housing Overlay. Objectives 6 and 7 to provide a public park consistent with the General Plan for the Project site and to protect on-site cultural resources would continue to be met. As this alternative may require additional buildings to be 3-story, rather than 2-story as with the Project, Objective 8 to maintain visual resources may not be met.

6.2.2 Impact Analysis

a. Aesthetics. Under this alternative, the Project site would be developed with structures that would alter views of and through the Project site. Eliminating all or part of Buildings 3, 4, 5, and 6 would result in a smaller footprint of development than the Project. However, in order to maintain the minimum density associated with the Affordable Housing Opportunity Site designation, some or all of the remaining buildings on the Project site would increase from two to three stories. As with the Project, this alternative would involve construction of buildings at a height that would substantially affect public views of the Santa Ynez Mountains from S. Los Carneros Road at Calle Koral looking northward, which is a City-designated view corridor. Views from the Los Carneros Road overpass to the south and southeast are also designated view corridors. However, as with the Project, structures would rise nearly to the level of the horizon, but would not obstruct scenic views of the Pacific Ocean. Thus, similar to the Project, Alternative 2 would result in a significant and unavoidable impact to the designated scenic view corridor looking northward from S. Los Carneros Road at Calle Koral. In addition, as this alternative may require additional buildings to be 3-story, rather than 2-story as with the Project, Objective 8 to maintain visual resources may not be met.

This alternative would still result in the removal of native shrub vegetation on most of the site. However, as with the Project, this impact would be less than significant. This alternative would have a smaller footprint of development compared to the Project; nevertheless, it would permanently alter the existing visual character of the Project site. This alternative involves replacing open and undeveloped land with residential development. As with the Project, this impact would remain potentially significant, and this alternative would continue to require mitigation to reduce potentially significant impacts from the Project's massing and architectural style and to ensure that building heights remain consistent with adjacent development (Mitigation Measures AES-4[a] and AES-4[b]).

New sources of light and glare on and around the Project site due to the introduction of new structures, hardscape and associated lighting would be similar to the Project. Therefore, this impact would remain potentially significant, and this alternative would continue to require mitigation related to potential impacts associated with new sources of light and glare (Mitigation Measure AES-5).

b. Air Quality. As with the Project, this alternative would include construction of new residential units which would generate temporary increases in localized air pollutant emissions. Ozone precursors NO_x and ROG, as well as carbon monoxide (CO), would be still emitted by construction equipment such as graders, backhoes, and generators, while fugitive dust (PM₁₀) would still be emitted by activities that disturb the soil, such as grading and excavation, road construction and building construction. Impacts would be incrementally lower due to the reduction in overall building footprint and required grading. By reducing the number of residential units by 111 to 249 units, this alternative would incrementally reduce the duration and amount of construction activity. Nevertheless, standard emission control measures as required by the SBCAPCD would still apply. This impact would remain less than significant.



This alternative involves 111 fewer residential units compared to the Project (a reduction of approximately 31%), and would therefore result in reduced energy demand and fewer motor vehicle trips. Therefore, operational emissions would be commensurately lower than those of the Project. Emissions would be below SPCAPCD thresholds and this impact would remain less than significant.

Because this alternative involves fewer residential units than the Project, it would remain consistent with the 2010 Clean Air Plan (CAP). This would be a less than significant impact.

As with the Project, this alternative would expose residents on the Project site to a health risk that would exceed SBCAPCD's recommended health risk criteria. Because this alternative involves fewer residential units, fewer people would be exposed to health risks. Nevertheless, this alternative would continue to require mitigation related to potential health risk impacts to residential receptors on the Project site (Mitigation Measure AQ-4). As with the Project, this impact would be less than significant with mitigation.

c. Biological Resources. This alternative would reduce the overall building footprint, but would not avoid impacts related to the removal of habitat that could support nesting and/ or foraging birds protected under State and federal law. As with the Project, landscaping for this alternative could introduce invasive plant species that may escape into natural areas. This alternative, like the Project, would be located within a local wildlife linkage area, which could result in indirect impacts to wildlife movement. These impacts would remain potentially significant, and this alternative would continue to require mitigation related to potential impacts associated with nesting birds and raptors, invasive species, and wildlife movement (Mitigation Measures BIO-1, BIO-2, BIO-4[a], BIO-4[b], and BIO-4[c]) to reduce these impacts to a less than significant level.

Similar to the Project, this alternative would not impact wetlands or sensitive habitat. As with the Project, these impacts would be less than significant.

d. Cultural Resources. This alternative is designed to reduce impacts related to CA-SBA-56, which is an area of prehistoric archaeological significance that is eligible for listing on the National Register of Historic Places (NRHP), and is therefore considered a significant archaeological resource pursuant to CEQA Guidelines Section 15064.5(a)(3). Elimination of development within the area of CA-SBA-56 and the 50-foot buffer would reduce the potential for disturbance to the resource by eliminating components of the project that would overlie the resource and buffer. In order to avoid impacting CA-SBA-56 and the 50-foot buffer, some or all of four of the proposed residential buildings in Area B (Buildings 3, 4, 5, and 6) and approximately 21 uncovered parking spaces and 9 carport parking spaces would be eliminated from the plan (refer to Figure 6-1). This alternative would eliminate the need for mitigation related to excavation within CA-SBA-56 (Mitigation Measure CR-1[a]). Due to the proposed plan to cap the remainder of CA-SBA-56 and the 50-foot buffer, this alternative would continue to require mitigation related to potential impacts to surface resources within CA-SBA-56 (Mitigation Measures CR-1[b], and CR-1[c]). Additionally, this alternative would continue to require mitigation related to potential impacts to previously undiscovered resources (Mitigation Measures CR-1[d], CR-1[e], and CR-1[f]) to reduce this impact to a less than significant level, especially in light of the work that would be required in close proximity to the known resources CA-SBA-56. Finally, Alternative 2 would not reduce the significant and unavoidable impact associated with the identified human burial site within CA-SBA-56. Overall, impacts to cultural resources would be less than the Project, and but would remain significant and unavoidable.



e. Geology. This alternative would reduce the overall building footprint and would incrementally reduce the amount of grading required compared to the Project; nevertheless, the Project site would remain subject to the same potential geological impacts as the Project. Therefore, the potential for adverse effects caused by seismic settlement, liquefaction, erosion, and expansive soils would be fundamentally the same under this alternative as the Project. This alternative would continue to require mitigation related to potential geologic impacts (Mitigation Measure GEO-1). Therefore, this alternative would result in geological impacts that would be less than significant with mitigation, and similar to the Project.

f. Greenhouse Gas Emissions. This alternative would reduce the building footprint and the number of new residential units on the Project site by approximately 31%. Thus, the Project's long-term GHG emissions from transportation and non-transportation sources would be reduced commensurately. As with the Project, GHG-related impacts would be less than significant.

g. Hazardous Materials/Risk of Upset. Like the Project, this alternative includes housing units near the U.S. 101 and UPRR corridors, a high-pressure natural gas line, and businesses that store and use hazardous materials. Eliminating Buildings 3, 4, 5, and 6, and relocating some of the proposed dwelling units to Buildings 1, 2, would move those residential units further from the U.S. 101 and UPRR. This would incrementally reduce exposure to risk of upset conditions associated with those facilities. As with the Project, compliance with applicable federal, state, and local regulations pertaining to hazardous materials use, storage, and transport would minimize the potential risk of upset. However, Buildings 7 and 8 would remain on the portion of the property closest to U.S. 101 and UPRR. Therefore, risk of upset impacts would remain significant and unavoidable under this alternative.

h. Hydrology and Water Quality. This alternative would reduce the building footprint and the number of new residential units on the Project site by approximately 31%. Therefore, there would be less overall impervious surface area under this alternative and surface water runoff and the erosion/sedimentation potential would be incrementally reduced. Nonetheless, as with the Project, this alternative would increase impermeable surfaces compared to existing conditions. Mitigation Measure HWQ-2 would be required to reduce impacts to site drainage. Implementation of required mitigation measure would reduce impacts to a less than significant level. Under this alternative, as with the Project, compliance with NPDES requirements and implementation of Best Management Practices (BMPs) would be required and would ensure that hydrologic impacts from construction and water pollutants would remain less than significant.

i. Land Use. As this alternative would have 111 fewer residential units, the result would be fewer additional vehicle trips than the Project and a smaller increase in roadway noise and traffic. Therefore, this alternative may pose slightly fewer compatibility conflicts with surrounding uses than would the Project. This alternative would maintain the minimum density of 20 units/acre associated with the Affordable Housing Opportunity Site designation. As described above, Alternative 2 would continue to result in a significant and unavoidable impact to the designated scenic view corridor looking northward from S. Los Carneros Road at Calle Koral. Therefore, Alternative 2 would remain inconsistent with several policies related to preservation of views, including VH 1.1, VH 1.4, VH 2.2, VH 2.3, and VH 4.15. However, this alternative would continue to require mitigation related to a temporary noise incompatibility impact (Mitigation Measure N-1). Effects related to compatibility with adjacent businesses may be incrementally greater than those of the Project due to the increased number of three-story buildings, but would continue to be significant but mitigable.



j. Noise. The overall footprint of development and area of required grading would be incrementally reduced under this alternative. Therefore, overall construction noise would be slightly reduced. Nevertheless, as with the Project, construction activities would occur within 50 feet of sensitive receptors. This alternative would continue to require a similar scale of pre-construction soil hauling to prepare the site for construction. Therefore, this alternative would continue to require Mitigation Measures N-1(a) through N-1(h) for construction impacts. However, as with the Project, temporary construction noise impacts would remain significant and unavoidable.

The potential long-term noise increase resulting from development of this alternative would be less than the Project since this alternative would result in 111 fewer residential units (a reduction of approximately 31%), with a commensurate reduction in overall traffic generation. As with the Project, the potential long-term noise increase would remain less than significant.

As with the Project, this alternative would place residential uses near the U.S. 101 and UPRR rights-of-way. By eliminating Buildings 4 and 5, fewer residential units would be located adjacent to the U.S. 101 and UPRR. Nevertheless, this impact would remain significant and Mitigation Measures N-5(a) and N-5(b) would continue to apply. These measures would reduce the on-site noise impact associated with this alternative to a less than significant level. Vibration impacts generated by passing trains would remain less than significant, similar to the Project.

k. Public Services. This alternative would have a smaller building footprint than the Project and would result in fewer residential units and amenities on the Project site as compared to the Project. As a result, the demand for impacts associated with the potential need for new public service infrastructure would be lower under this alternative than the Project. As with the Project, impacts to public services would remain less than significant.

l. Recreation. This alternative would result in fewer residential units, and therefore fewer new residents than the Project. As a result, this alternative would result in a lower demand for public parks than the Project. As with the Project, this alternative would provide private recreational facilities for residents. In addition, the two-acre public park in the central portion of the property would be expanded to cover a greater extent of the CA-SBA-56 archaeological resource under this alternative. As with the Project, payment of parks development impact fees would be required and impacts to recreation would be less than significant.

m. Transportation/Circulation/Parking. This alternative would reduce the building footprint and the number of residential units on the Project site by approximately 31%, and therefore would result in commensurately lower daily traffic than the Project (1,359 average daily trips [ADT] under this alternative, as compared to 1,970 ADT under the Project). As with the Project, impacts to traffic volumes, public transportation, intersections, and the highway segment in the CMP network would remain less than significant.

This alternative would continue to require a similar scale of pre-construction soil hauling to prepare the site for construction. Therefore, this alternative would remain potentially significant, and would require Mitigation Measure T-5, Pre-Construction Traffic Management Control Plan, to reduce this impact to a less than significant level.

This alternative would reconfigure the Project site to avoid impacting CA-SBA-56 and would remove approximately 30 parking spaces. Some or all of these parking spaces could be replaced if the buildings



are reconfigured or if open space is removed to accommodate new parking areas. Even absent the addition of parking spaces, this alternative would include approximately 480 parking spaces, which is greater than the 380 spaces required by the Goleta Municipal Code. Impacts related to parking would remain less than significant. As with the Project, impacts to alternative transportation would remain less than significant.

n. Utilities and Service Systems. This alternative would reduce the building footprint and the number of new residential units on the Project site by approximately 31%. As a result, the demand for utilities and services (water demand, wastewater generation, and solid waste generation) on the Project site would be commensurately lower under this alternative than the Project. Demand for water under this alternative would decrease from approximately 45 acre feet per year (AFY) to approximately 31 AFY. Wastewater generation under this alternative would decrease from approximately 0.07 million gallons per day (mgd) to approximately 0.05 mgd. Non-recyclable solid waste generation under this alternative would decrease from approximately 199 tons per year to approximately 137 tons per year. Therefore, this alternative would have a reduced overall impact with respect to utilities and service systems. The amount of non-recyclable solid waste generated under this alternative would not exceed the City's project-specific threshold of 196 tons per year, and Mitigation Measure UTL-4 (Solid Waste Management Plan) would no longer be required. As with the Project, impacts associated with water and wastewater generation would remain less than significant, and impacts associated with solid waste generation would be reduced to a less than significant level.

6.3 ALTERNATIVE 3: INCREASED RAILWAY/FREEWAY BUFFER AND HIGHER SOUND BARRIER

6.3.1 Alternative Description

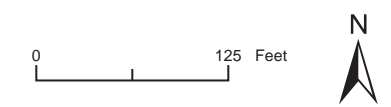
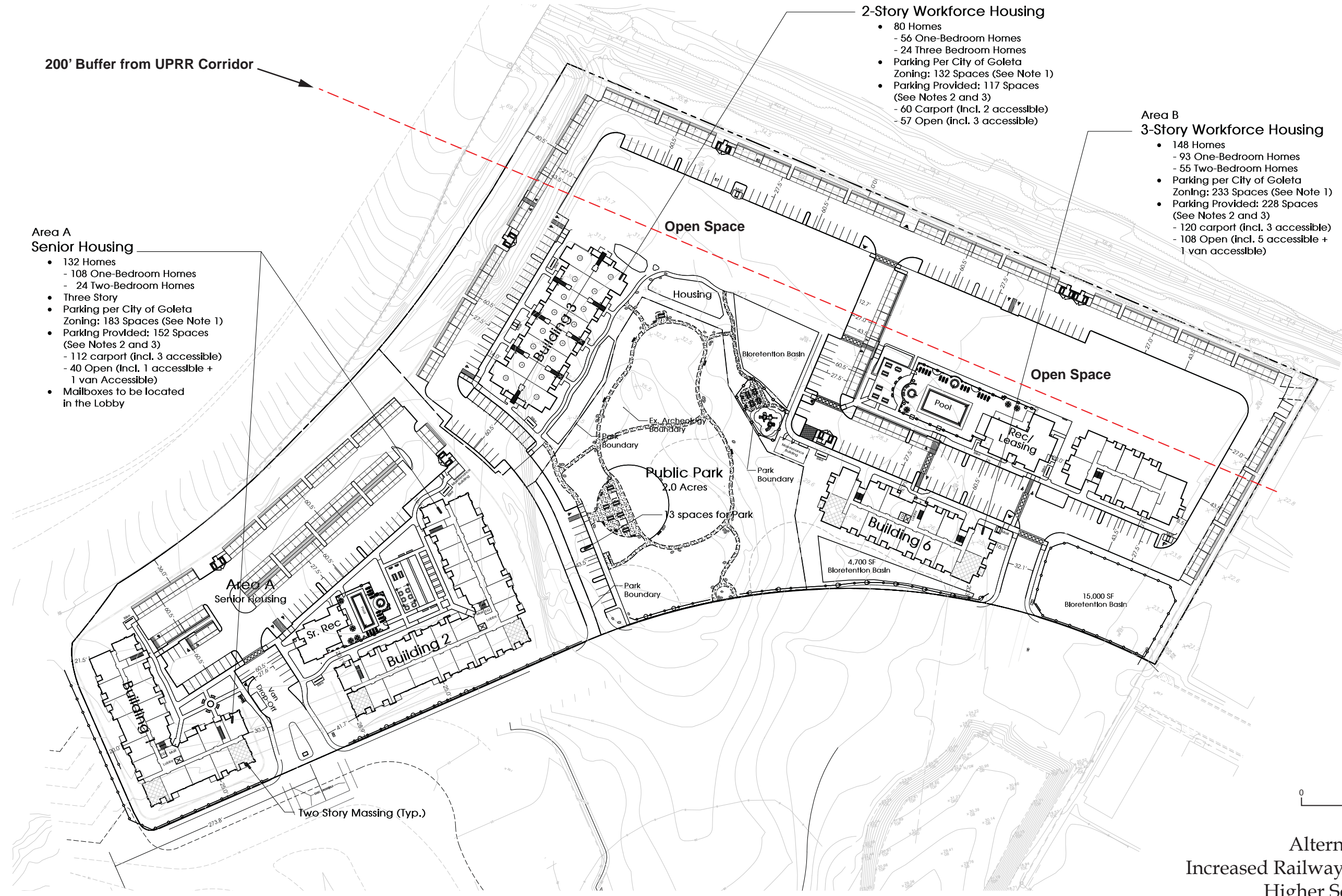
Alternative 3, the "Increased Railway/Freeway Buffer and Higher Sound Barrier" alternative, would reconfigure the development to provide a larger buffer between the railroad and the U.S. 101, and increase the height of the masonry wall to reduce noise impacts. As stated in Section 4.10, *Noise*, Buildings 4, 5, 7, and 8 are as close as 120 feet from the railroad tracks and 300 feet from the centerline of U.S. 101. The combined noise exposure from U.S. 101 and the UPRR was determined to be as high as 72 dBA at the most affected residence on the third floor of Building 7, and would also be above the City's 65 dBA CNEL standard at the second floor of Building 3, the first and second floors of Building 4, the first and second floors of Building 5, the first and second floors of Building 7, and the first, second, and third floors of Building 8 (Dudek, May 2014; refer to Appendix H).

In this alternative, the height of the proposed noise barrier would be increased to 12 feet and would consist of a six-foot tall masonry wall on top of a six-foot tall berm. With the sound attenuation expected from a 12-foot high barrier, the residential units would need to be approximately 200 feet from the UPRR alignment to reduce the exterior noise level at affected residences to under 65 dBA CNEL, which is the maximum "acceptable" noise exposure for multi-family housing according to the Goleta General Plan. Therefore, in this alternative the Project would be reconfigured so that buildings are set back a minimum of 200 feet from the railroad (refer to Figure 6-2). To achieve this setback, Buildings 4, 5, and 8 would be removed, and Building 7 would be reduced in size. This would result in the loss of up to 128 of the proposed units.



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Alternative 3:
 Increased Railway/Freeway Buffer &
 Higher Sound Wall

Source: The Towbes Group, September 2014

Because the Project site is designated as an Affordable Housing Opportunity Site, the minimum allowable density is 20 units/acre. Therefore, this alternative also assumes that Building 3 would increase to three stories and the bedroom mix would shift toward 1-bedroom and 2-bedroom units, rather than the 3-bedroom units included in the Project, in order to accommodate 53 additional units in the remaining buildings. This would result in a total of 285 units (approximately 21% reduction from the proposed 360 units), which would meet the minimum allowable density of 20 units/acre associated with the site's Affordable Housing Opportunity Site designation.

The additional space between the residential units and UPRR could be used for parking and/or open space. Site access and the 2-acre park would be the same as under the Project. Although still significant and unavoidable, exposure to risk of upset hazards from the UPRR or U.S. 101 would be incrementally lessened.

Under this alternative, Objective 2 would not be fully met due to the reduced number of residential units on the Project site. Objectives 1, 3, 4, and 5, which relate to providing residential development on the site that completes the development of the *Central Hollister Residential Development Area*, is accessible to nearby transportation corridors, and utilizes existing public infrastructure would continue to be generally met, although at a slightly reduced density when compared to the Project. Objectives 6 and 7 to provide a public park consistent with the General Plan for the Project site and to protect on-site cultural resources would continue to be met. As this alternative may require additional buildings to be 3-story, rather than 2-story as with the Project, Objective 8 to maintain visual resources may not be met.

6.3.2 Impact Analysis

a. Aesthetics. This alternative would involve developing the Project site with new structures that would alter views of and through the Project site. As with the Project, this alternative would involve construction of buildings at a height that would substantially affect public views of the Santa Ynez Mountains from S. Los Carneros Road at Calle Koral looking northward, which is a City-designated view corridor. Elimination of the buildings in the northern portion of the site may incrementally reduce view blockage from S. Los Carneros Road looking northward. However, increasing the height of Building 3 from two to three stories would incrementally increase view blockage of the Santa Ynez Mountains from S. Los Carneros Drive looking northward. Views from the Los Carneros Road overpass to the south and southeast are also designated view corridors. However, as with the Project, structures would rise nearly to the level of the horizon, but would not obstruct scenic views of the Pacific Ocean. This alternative would increase the height of the proposed masonry wall along the western and northern property boundary from eight feet to twelve feet. However, the proposed structures would continue to dominate the visual changes caused by the Project. The increased height of the masonry wall would not result in further blocking of views, beyond that which would be caused by the proposed on-site structures. Thus, similar to the Project, Alternative 3 would result in a significant and unavoidable impact to the designated scenic view corridor looking northward from S. Los Carneros Road at Calle Koral. In addition, as this alternative may require additional buildings to be 3-story, rather than 2-story as with the Project, Objective 8 to maintain visual resources may not be met.

This alternative would still result in the removal of native shrub vegetation on most of the site. However, as with the Project, this impact would be less than significant. This alternative would have a smaller footprint of development compared to the Project; nevertheless, it would permanently alter the existing visual character of the Project site. This alternative involves replacing open and undeveloped land with a residential development. As with the Project, this impact would remain potentially significant, and this



alternative would continue to require mitigation to reduce potentially significant impacts from the Project's massing and architectural style and to ensure that building heights remain consistent with adjacent development (Mitigation Measures AES-4[a] and AES-4[b]).

New sources of light and glare on and around the Project site due to the introduction of new structures, hardscape and associated lighting would be similar to the Project. Therefore, this impact would remain potentially significant, and this alternative would continue to require mitigation related to potential impacts associated with new sources of light and glare (Mitigation Measure AES-5).

b. Air Quality. As with the Project, this alternative would include construction of new residential units, which would generate temporary increases in localized air pollutant emissions. Ozone precursors NO_x and ROG, as well as carbon monoxide (CO), would be still emitted by construction equipment such as graders, backhoes, and generators, while fugitive dust (PM₁₀) would still be emitted by activities that disturb the soil, such as grading and excavation, road construction and building construction. By reducing the number of residential units by 75, this alternative would incrementally reduce the duration and amount of construction activity. Nevertheless, standard SBCAPCD emission control requirements would apply. This impact would remain less than significant.

This alternative involves 75 fewer residential units compared to the Project (a reduction of approximately 21%), and would therefore result in reduced energy demand and fewer motor vehicle trips. Therefore, operational emissions would be commensurately lower than those of the Project. This impact would remain less than significant.

Because this alternative involves fewer residential units than the Project, it would remain consistent with the 2010 CAP. This would be a less than significant impact.

Under this alternative, residential units would be set back approximately 200 feet from the railroad compared to 120 feet under the Project. However, this alternative would still expose residential units on the Project site to a carcinogenic health risk that would exceed SBCAPCD's recommended health risk criteria. Because this alternative involves fewer residential units, fewer people would be exposed to health risks. Nevertheless, the health risk impact would be significant and this alternative would continue to require mitigation related to potential health risk impacts to residential receptors on the Project site (Mitigation Measure AQ-4). With mitigation, health risk impacts would be less than significant.

c. Biological Resources. This alternative would reduce the overall building footprint but would not avoid impacts related to removal of habitat that could support nesting and/ or foraging birds protected under State and federal law. As with the Project, landscaping for this alternative could introduce invasive plant species that may escape into natural areas. This alternative, like the Project, would be located within a local wildlife linkage area, which could result in indirect impacts to wildlife movement. These impacts would remain potentially significant, and this alternative would continue to require mitigation related to potential impacts associated with nesting birds and raptors, invasive species, and wildlife movement (Mitigation Measures BIO-1, BIO-2, BIO-4[a], BIO-4[b], and BIO-4[c]) to reduce these impacts to a less than significant level.

Similar to the Project, this alternative would not impact wetlands, or sensitive habitat and these impacts would remain less than significant.



d. Cultural Resources. Under Alternative 3, Buildings 3, 4, and 8 would be eliminated and Building 7 would be reduced in size to provide a larger buffer between the railroad and the U.S. 101. However, this revision to the Project footprint would not result in a reduction in the potential for ground disturbing activity within the area of CA-SBA-56 and the 50-foot buffer. Impacts would remain potentially significant, and this alternative would continue to require mitigation related to potential impacts to known resources within CA-SBA-56 and previously undiscovered resources (Mitigation Measures CR-1[a], CR-1[b], CR-1[c], CR-1[d], CR-1[e], and CR-1[f]). Alternative 3 would not reduce the significant and unavoidable impact associated with the identified human burial site within CA-SBA-56. Overall, impacts to cultural resources would be similar to the Project, and would remain significant and unavoidable.

e. Geology. This alternative would reduce the overall building area and would incrementally reduce the amount of grading required compared to the Project; nevertheless, the Project site would remain subject to the same potential geological impacts as the Project. Therefore, the potential for adverse effects caused by seismic settlement, liquefaction, erosion, and expansive soils would be fundamentally the same under this alternative as under the Project. This alternative would continue to require mitigation related to potential geologic impacts (Mitigation Measure GEO-1). Therefore, this alternative would result in geological impacts that would be less than significant with mitigation, and similar to the Project.

f. Greenhouse Gas Emissions. This alternative would reduce the building footprint and the number of new residential units on the Project site by approximately 21%. Thus, the Project's long-term GHG emissions from transportation and non-transportation sources would be commensurately reduced. As with the Project, GHG-related impacts would be less than significant.

g. Hazardous Materials/Risk of Upset. Like the Project, this alternative includes housing units near the U.S. 101 and UPRR corridors, a high-pressure natural gas pipeline, and businesses that store and use hazardous materials. Eliminating Buildings 4, 5, and 8, and reducing the size of Building 7, would result in residential units set back a minimum of 200 feet from UPRR and U.S. 101. This would incrementally reduce exposure to risk of upset conditions associated with those facilities. As with the Project, compliance with applicable federal, state, and local regulations pertaining to hazardous materials use, storage, and transport would minimize the potential risk of upset. Nevertheless, this alternative would involve development of residential units on a site located in close proximity to UPRR and U.S. 101 and multiple facilities that store and use hazardous materials, and risk of upset impacts would remain significant and unavoidable.

h. Hydrology and Water Quality. This alternative would reduce the building footprint and the number of new residential units on the Project site by approximately 21%. Therefore, there would be less impervious surface area under this alternative and overall surface water runoff and erosion/sedimentation potential would be incrementally reduced. Nonetheless, as with the Project, this alternative would increase impermeable surfaces compared to existing conditions. This alternative would be required to implement mitigation measure HWQ-2 to reduce impacts to site drainage. Implementation of required mitigation measure would reduce impacts to a less than significant level. Under this alternative, as with the Project, compliance with NPDES requirements and implementation of Best Management Practices (BMPs) would be required and would ensure that hydrologic impacts from construction and water pollutants would remain less than significant.



i. Land Use. This alternative would have 75 fewer residential units and would result in fewer new vehicle trips than the Project, resulting in a smaller increase in roadway noise and traffic. Therefore, this alternative may pose slightly fewer compatibility conflicts with surrounding uses than would the Project. This alternative would maintain the minimum density of 20 units/acre associated with the Affordable Housing Opportunity Site designation. As described above, Alternative 3 would continue to result in a significant and unavoidable impact to the designated scenic view corridor looking northward from S. Los Carneros Road at Calle Koral. Therefore, Alternative 3 would remain inconsistent with several policies related to preservation of views, including VH 1.1, VH 1.4, VH 2.2, VH 2.3, and VH 4.15. However, this alternative would continue to require mitigation related to a temporary noise incompatibility impact (Mitigation Measure N-1). Effects related to compatibility with adjacent businesses may be incrementally greater than those of the Project due to the increased number of three-story buildings, but would continue to be significant but mitigable.

j. Noise. The overall footprint of development and area of required grading would be incrementally reduced under this alternative. Therefore, overall construction noise would be slightly reduced. Nevertheless, as with the Project, construction activities would occur within 50 feet of sensitive receptors. This alternative would continue to require a similar scale of pre-construction soil hauling to prepare the site for construction. Therefore, this alternative would continue to require Mitigation Measures N-1(a) through N-1(h) for construction impacts. However, as with the Project, temporary construction noise impacts would remain significant and unavoidable.

The potential long-term operational noise increase resulting from this alternative would be less than those of the Project since this alternative would involve 75 fewer new residential units (a reduction of approximately 21%), with a commensurate reduction in overall traffic generation. As with the Project, the potential long-term noise increase would remain less than significant.

As with the Project, this alternative would place residential uses near the U.S. 101 and UPRR corridors. However, this alternative would increase the setback between new residential units and the U.S. 101 and UPRR corridors to 200 feet and increase the height of the sound barrier along the northern property line so that exterior noise levels around the residential buildings would remain below 65 dBA CNEL. This would reduce both exterior and interior noise levels in Project site residences. Mitigation Measure N-5(b) required for the Project to reduce interior noise levels would continue to apply under this alternative. However, Mitigation Measure N-5(a), related to reducing residential exterior noise at balconies and patios, would no longer be required. Impacts related to noise exposure would be reduced in comparison to the Project but, would remain significant but mitigable. Vibration impacts generated by passing trains would remain less than significant, similar to the Project.

k. Public Services. This alternative would have a smaller building footprint than the Project, and would result in fewer residential units and amenities on the Project site as compared to the Project. As a result, the demand for impacts associated with the potential need for new public service infrastructure would be lower under this alternative than the Project. As with the Project, impacts to public services would remain less than significant.

l. Recreation. This alternative would result in fewer residential units, and therefore fewer new residents than the Project. However, this alternative would retain the proposed 2-acre park on the Project site. As noted above, the additional space between the residential units and UPRR under Alternative 3 could be used for additional open space. As a result, this alternative would result in a lower



demand for public parks than the Project. As with the Project, payment of parks development impact fees would be required, and impacts to recreation would be less than significant.

m. Transportation/Circulation/Parking. This alternative would reduce the building footprint and the number of new residential units on the Project site by approximately 21%, and therefore would result in commensurately lower daily traffic than the Project (1,556 ADT under this alternative, as compared to 1,970 ADT under the Project). As with the Project, impacts to traffic volumes, public transportation, intersections, and the highway segment in the CMP network would remain less than significant.

This alternative would continue to require a similar scale of pre-construction soil hauling to prepare the site for construction. Therefore, this alternative would remain potentially significant, and would require Mitigation Measure T-5, Pre-Construction Traffic Management Control Plan, to reduce this impact to a less than significant level.

This alternative would reconfigure the Project site to locate residences farther from U.S. 101 and the UPRR. Due to the construction of the six-foot berm with a six-foot masonry wall on top, the area available for parking would be reduced along the rear property line. However, this alternative would not remove any parking spaces and there would be ample space between residential buildings and the northern site boundary to provide additional parking to meet the requirements of the Goleta Municipal Code. Therefore, this impact would remain less than significant.

As with the Project, impacts to alternative transportation would remain less than significant.

n. Utilities and Service Systems. This alternative would reduce the building footprint and the number of new residential units on the Project site by approximately 21%. As a result, the demand for utilities and services (water demand, wastewater generation, and solid waste generation) on the Project site would be commensurately lower under this alternative than the Project. Demand for water under this alternative would decrease from approximately 45 acre feet per year (AFY) to approximately 36 AFY. Wastewater generation under this alternative would decrease from approximately 0.07 mgd to approximately 0.06 mgd. Non-recyclable solid waste generation under this alternative would decrease from approximately 199 tons per year to approximately 157 tons per year. Therefore, this alternative would have reduced overall impacts with respect to utilities and service systems. The amount of non-recyclable solid waste generated under this alternative would not exceed the City's project-specific threshold of 196 tons per year, and Mitigation Measure UTL-4 (Solid Waste Management Plan) would no longer be required. As with the Project, impacts associated with water and wastewater generation would remain less than significant, and impacts associated with solid waste generation would be reduced to a less than significant level.

6.4 ALTERNATIVE 4: REDUCED BUILDING HEIGHT

6.4.1 Alternative Description

Alternative 4, the "Reduced Building Height" alternative, would involve changing the five three-story buildings to two-story buildings and modifying the bedroom mix of the remaining units in order to meet the minimum density of 20 units/acre. Under this alternative, there would be 75 fewer residential units or 285 units provided (approximately a 21% decrease). The bedroom mix would shift towards 1-bedroom and 2-bedroom units, rather than the 3-bedroom units included in the Project. Site access and



the configuration of buildings, the 2-acre park, parking areas, and roadways would be the same as under the Project. This alternative would reduce the significant and unavoidable impact associated with obstructing scenic views of the Santa Ynez Mountains from S. Los Carneros Road described in Section 4.1, *Aesthetics/Visual Resources* to a less than significant level.

Under this alternative, Objective 2 would not be fully met due to the reduced number of residential units on the Project site. Objectives 1, 3, 4, and 5, which relate to providing residential development on the site that completes the development of the *Central Hollister Residential Development area*, is accessible to nearby transportation corridors, and utilizes existing public infrastructure would continue to be met, although at a slightly reduced density when compared to the Project. Objectives 6 and 7 to provide a public park consistent with the General Plan for the Project site and to protect on-site cultural resources would continue to be met. Objective 8 to maintain visual resources would be met.

6.4.2 Impact Analysis

a. Aesthetics. Similar to the Project, under this alternative the Project site would be developed with new structures that would alter views of the Project site and through the Project site. However, with this alternative, structures would be two stories instead of three. By limiting the heights of the residential buildings to two stories (approximately 20 feet), this alternative would incrementally reduce the Project's aesthetic impacts with respect to scenic vistas, visual character, and scenic resources. As a result of reduced scale and building mass, impacts to public and private views from surrounding areas and roadways, in particular S. Los Carneros Road at Calle Koral looking both northward and southward, would be reduced. In contrast to the Project, impacts to views of the scenic Santa Ynez Mountains under this alternative would be less than significant. As this alternative would require buildings to be limited to two stories, Objective 8 to maintain visual resources would be met.

This alternative would still result in the removal of native shrub vegetation on most of the site. However, as with the Project, this impact would be less than significant. This alternative would have the same footprint of development as the Project and would permanently alter the existing visual character of the Project site. This alternative involves replacing open and undeveloped land with a residential development. As with the Project, this impact would remain potentially significant, and this alternative would continue to require mitigation to reduce potentially significant impacts from the Project's massing and architectural style and to ensure that building heights remain consistent with adjacent development (Mitigation Measures AES-4[a] and AES-4[b]).

By reducing the height of the structures compared to the Project, this alternative would incrementally reduce new sources of light and glare on and around the Project site due to introduction of new structures, hardscape and associated lighting. Nevertheless, this impact would remain potentially significant, and this alternative would continue to require mitigation related to potential impacts associated with new sources of light and glare (Mitigation Measure AES-5).

b. Air Quality. As with the Project, this alternative would include construction of new residential units, which would generate temporary increases in localized air pollutant emissions. Ozone precursors NO_x and ROG, as well as carbon monoxide (CO), would be still emitted by construction equipment such as graders, backhoes, and generators, while fugitive dust (PM₁₀) would still be emitted by activities that disturb the soil, such as grading and excavation, road construction and building construction. By reducing the number of residential units by 75, this alternative would incrementally reduce the duration



and amount of construction activity. Nevertheless, standard emission control measures as required by the SBCAPCD would apply. This impact would remain less than significant.

This alternative involves 75 fewer residential units compared to the Project (a reduction of approximately 21%), and would therefore result in reduced energy demand and fewer vehicles trips. Therefore, operational emissions would be commensurately lower than those of the Project. This impact would remain less than significant.

Because this alternative involves fewer residential units than the Project, it would remain consistent with the 2010 CAP. This would be a less than significant impact.

As with the Project, this alternative would expose new residential units on the Project site to a carcinogenic health risk that would exceed SBCAPCD's recommended health risk criteria. Because this alternative involves fewer residential units, fewer people would be exposed to health risks. Nevertheless, this alternative would continue to require mitigation related to potential health risk impacts to residential receptors on the Project site (Mitigation Measure AQ-4). As with the Project, this impact would be less than significant with mitigation.

c. Biological Resources. This alternative would reduce the overall building height, but would not avoid impacts related to removal of habitat that could support nesting and/ or foraging birds protected under State and federal law. As with the Project, landscaping for this alternative could introduce invasive plant species that may escape into natural areas. This alternative, like the Project, would be located within a local wildlife linkage area, which could result in indirect impacts to wildlife movement. These impacts would remain potentially significant, and this alternative would continue to require mitigation related to potential impacts associated with nesting birds and raptors, invasive species, and wildlife movement (Mitigation Measures BIO-1, BIO-2, BIO-4[a], BIO-4[b], and BIO-4[c]) to reduce these impacts to a less than significant level.

Similar to the Project, this alternative would not impact wetlands, or sensitive habitat and these impacts would remain less than significant.

d. Cultural Resources. Although the number of units would be reduced with this alternative, the configuration and footprint of buildings on the Project site would remain the same, and the potential for ground disturbing activity within the area of CA-SBA-56 and the 50-foot buffer would be similar. Therefore, cultural resource impacts would be similar to those of the Project and this alternative would continue to require mitigation related to potential impacts to known resources within CA-SBA-56 and previously undiscovered resources (Mitigation Measures CR-1[a], CR-1[b], CR-1[c], CR-1[d], CR-1[e], and CR-1[f]). Alternative 4 would not reduce the significant and unavoidable impact associated with the identified human burial site within CA-SBA-56. Overall, impacts to cultural resources would be similar to the Project, and would remain significant and unavoidable.

e. Geology. This alternative would reduce the overall building height and involve fewer units; nevertheless, the Project site would remain subject to the same potential geological impacts as the Project. Therefore, the potential for adverse effects caused by seismic settlement, liquefaction, erosion, and expansive soils would be fundamentally the same under this alternative as the Project. This alternative would continue to require mitigation related to potential geologic impacts (Mitigation Measure GEO-1). Therefore, this alternative would result in geological impacts that would be less than significant with mitigation, and similar to the Project.



f. Greenhouse Gas Emissions. This alternative would reduce the building footprint and the number of new residential units on the Project site by approximately 21%. Thus, the Project's long-term GHG emissions from transportation and non-transportation sources would be commensurately reduced. As with the Project, GHG-related impacts would be less than significant.

g. Hazardous Materials/Risk of Upset. Like the Project, this alternative involves housing units near the U.S. 101 and UPRR corridors, a high-pressure natural gas pipeline, and businesses that store and use hazardous materials. This alternative would reduce the number of new residential units on the Project site by 75 (a reduction of 21%). This would reduce the number of people exposed to risk of upset conditions associated with the U.S. 101 and UPRR corridors. As with the Project, compliance with applicable federal, state, and local regulations pertaining to hazardous materials use, storage, and transport would minimize the potential risk of upset. Nevertheless, this alternative would involve development of residential units on a site located in close proximity to UPRR and U.S. 101 and multiple facilities that store and use hazardous materials, and impacts associated with the risk of upset would remain significant and unavoidable.

h. Hydrology and Water Quality. This alternative would include 75 fewer units than the Project, but the building footprint would be identical. Therefore, the total area of impervious surfaces under this alternative, and resulting surface water runoff and erosion/ sedimentation potential would be substantially similar to the Project. As with the Project, this alternative would increase impermeable surfaces compared to existing conditions and would be required to implement mitigation measures HWQ-2 to reduce impacts to site drainage. Implementation of required mitigation measure would reduce impacts to a less than significant level. Under this alternative, as with the Project, compliance with NPDES requirements and implementation of Best Management Practices (BMPs) would be required and would ensure that hydrologic impacts from construction and water pollutants would remain less than significant.

i. Land Use. This alternative would have 75 fewer residential units, would limit building height to two stories, and would result in fewer new vehicle trips than the Project, resulting in a smaller increase in roadway noise and traffic and less obstructed view of scenic resources. Therefore, this alternative may pose slightly fewer compatibility conflicts with surrounding uses than would the Project. This alternative would maintain the minimum density of 20 units/acre associated with the Affordable Housing Opportunity Site designation. As described above, Alternative 4 would not result in a significant impact to the designated scenic view corridor looking northward from S. Los Carneros Road at Calle Koral. Therefore, this alternative would be consistent with the City's General Plan. However, this alternative would continue to require mitigation related to a temporary noise incompatibility impact (Mitigation Measure N-1). This alternative would result in site access and the configuration of buildings, the 2-acre park, parking areas, and roadways which would be the same as under the Project. Effects related to privacy for adjacent businesses would remain significant but mitigable, similar to the Project.

j. Noise. The number of units would be reduced by 75 (21%) under this alternative. Therefore, overall construction noise would be slightly reduced. Nevertheless, as with the Project, construction activities would occur within 50 feet of sensitive receptors. This alternative would continue to require a similar scale of pre-construction soil hauling to prepare the site for construction. Therefore, this alternative would continue to require Mitigation Measures N-1(a) through N-1(h) for construction impacts. However, as with the Project, temporary construction noise impacts would remain significant and unavoidable.



The potential long-term operational noise increase resulting from this alternative would be less than those of the Project since this alternative would involve 75 fewer new residential units (a reduction of approximately 21%), with a commensurate reduction in overall traffic generation. As with the Project, the potential long-term noise increase would remain less than significant.

As with the Project, this alternative would place residential uses near the U.S. 101 and UPRR corridors. However, as this alternative involves fewer new residential units, fewer residents would be exposed to rail and freeway noise. Nevertheless, impacts would remain potentially significant and Mitigation Measures N-5(a) and N-5(b) would continue to apply. Vibration impacts generated by passing trains would remain less than significant, similar to the Project.

k. Public Services. This alternative would reduce the number of residential units as compared to the Project. As a result, the demand for impacts associated with the potential need for new public service infrastructure would be lower under this alternative than the Project. As with the Project, impacts to public services would remain less than significant.

l. Recreation. This alternative would result in fewer residential units, and therefore fewer new residents than the Project. As a result, this alternative would result in a lower demand for public parks than the Project. Like the Project, this alternative would provide private recreational facilities for residents, as well as a two-acre public park. As with the Project, payment of parks development impact fees would be required, and impacts to recreation would be less than significant.

m. Transportation/Circulation/Parking. This alternative would reduce the building height and the number of new residential units on the Project site by approximately 21%, and therefore would result in commensurately lower daily traffic than the Project (1,556 ADT under this alternative, as compared to 1,970 ADT under the Project). Traffic impacts would therefore be incrementally reduced. As with the Project, impacts to traffic volumes, public transportation, intersections, and the highway segment in the CMP network would remain less than significant.

This alternative would continue to require a similar scale of pre-construction soil hauling to prepare the site for construction. Therefore, this alternative would remain potentially significant, and would require Mitigation Measure T-5, Pre-Construction Traffic Management Control Plan, to reduce this impact to a less than significant level.

This alternative would not remove any of the proposed 510 parking spaces onsite. As with the Project, the supply of parking under this alternative would be sufficient to meet anticipated demand from future residents and visitors to the Project site. Therefore, this impact would remain less than significant.

As with the Project, impacts to alternative transportation would remain less than significant.

n. Utilities and Service Systems. This alternative would reduce the building footprint and the number of new residential units on the Project site by approximately 21%. As a result, the demand for utilities and services (water demand, wastewater generation, and solid waste generation) on the Project site would be commensurately lower under this alternative than the Project. Demand for water under this alternative would decrease from approximately 45 acre feet per year (AFY) to approximately 36 AFY. Wastewater generation under this alternative would decrease from approximately 0.07 mgd to approximately 0.06 mgd. Non-recyclable solid waste generation under this alternative would decrease from approximately 199 tons per year to approximately 157 tons per year. Therefore, this alternative



would have reduced overall impacts with respect to utilities and service systems. The amount of non-recyclable solid waste generated under this alternative would not exceed the City's project-specific threshold of 196 tons per year, and Mitigation Measure UTL-4 (Solid Waste Management Plan) would no longer be required. As with the Project, impacts associated with water and wastewater generation would remain less than significant, and impacts associated with solid waste generation would be reduced to a less than significant level.

6.5 ALTERNATIVE 5: MIXED USE DEVELOPMENT

6.5.1 Alternative Description

Alternative 5, the "Mixed Use Development" alternative, would involve residential as well as business park development in place of the Project's proposed residential development along the eastern and northern portions of the site. Business park development (under the City's MRP zone) is proposed as a transition from industrial uses on Aero Camino and a buffer from U.S. 101 and the UPRR. This alternative assumes that buildout of the Project site would be the maximum amount allowed by the Goleta General Plan and Goleta Municipal Code if assessor's parcel numbers (APN) 073-060-039 through -043 were rezoned to MRP and designated for General Plan Business Park uses, similar to business park properties in the vicinity. It also assumes that the business park development would encompass 35% of the site and be two stories in height. This alternative is intended to address compatibility with industrial uses on Aero Camino to the east, and U.S. 101 and UPRR to the north, and would also reduce impacts associated with noise and risk of upset on the residential units.

The development assumptions for this alternative assume the maximum residential build-out that could be accommodated on the Project site under a combination of Design Residential, Affordable Housing Opportunity Site (25 units/acre) and Business Park designation. Since the eastern and northern parcels have 5.72 net developable acres, the maximum size of the business park structures would be approximately 179,400 square feet (89,700 square foot footprint and two stories tall) based on build-out of 35% of the business park site. The remaining 8.52 acres of net developable area on the Project site would be developed with residential uses. At the maximum density of 25 units/ acre, the residential component of this alternative would be designed to accommodate 213 units within two- and three-story buildings.

A smaller business park development could also be constructed, which would reduce the overall impact of this alternative. For example, a one-story alternative with the same overall building footprint in the Business Park parcels as described above would involve 89,700 square feet of development. The site plan for this alternative would require that the residential structures, business park use, site access, and parking, be reconfigured on the remainder of the Project site to accommodate required residential density. In order to maintain the minimum density of 20 units/acre associated with the Affordable Housing Opportunity Site designation, the residential component of this alternative would be designed to accommodate 171 units, which this configuration assumes would be accommodated in two-story buildings. This alternative also assumes that the 2-acre park would be the same as proposed in the Project. This alternative also assumes that adequate parking would be provided to meeting parking regulations. Table 6-1 compares Alternative 5 to the Project.

This alternative would be consistent with the General Plan land use designation and zoning on the residential portion of the site (8.52 acres), but inconsistent with existing General Plan and zoning designations on the remaining portion (5.72 acres). As this alternative may require additional buildings



to be 3-story, rather than 2-story as with the Project, Objective 8 to maintain visual resources may not be met.

**Table 6-1
 Comparison of Alternative 5 and the Project**

	Alternative 5a (Maximum Density 25 units/acre)	Alternative 5b (Lower Density 20 units/acre)	Project
Residential Units ¹	213	171	360
Business Park Development	179,400 sf ²	89,700 sf	0
Building Height	2-story business park, 3-story residential	1-story business park, 2-story residential	2-3 stories
Total landscaping/open space	2 acres	2 acres	2 acres

¹ This alternative assumes that the reduction of residential units would remain approximately proportional between proposed workforce housing and senior units.

² Represents the maximum amount of development allowed within the Business Park designation.

6.5.2 Impact Analysis

a. Aesthetics. Under this alternative, the Project site would be developed with mixed uses, including residential and business park uses. As with the Project, the Project site would be developed with new structures that alter views of and through the Project site. However, by limiting the heights of the residential buildings to two stories, Alternative 5b would incrementally reduce the project’s aesthetic impacts with respect to scenic vistas, visual character, and scenic resources. Because there would be reduced scale and building mass, impacts to public and private views from surrounding areas and roadways, in particular S. Los Carneros Road at Calle Koral looking both northward and southward, would be reduced. In contrast to the Project, impacts to views of the scenic Santa Ynez Mountains under Alternative 5b would be less than significant. Under Alternative 5a, residential buildings would be built to 3 stories and impacts to views of the Santa Ynez Mountains would remain equal to those of the Project. In addition, as Alternative 5a may require additional buildings to be 3-story, rather than 2-story as with the Project, Objective 8 to maintain visual resources may not be met. Alternative 5b would require buildings to be limited to two stories, so Objective 8 to maintain visual resources would be met.

This alternative would still result in the removal of native shrub vegetation on most of the site. However, as with the Project, this impact would be less than significant. This alternative would permanently alter the existing visual character of the Project site. This alternative involves replacing open and undeveloped land with residential and business park development. As with the Project, this impact would remain potentially significant, and this alternative would continue to require mitigation to reduce potentially significant impacts from the Project’s massing and architectural style and to ensure that building heights remain consistent with adjacent development (Mitigation Measures AES-4[a] and AES-4[b]).

This alternative involves mixed use development which would create new sources of light and glare on and around the Project site due to introduction of new structures, hardscape and associated lighting. Nevertheless, this impact would remain potentially significant, and this alternative would continue to require mitigation related to potential impacts associated with new sources of light and glare (Mitigation Measure AES-5).



b. Air Quality. This alternative would involve construction of a business park and residential development, which would generate temporary increases in localized air pollutant emissions. Ozone precursors NO_x and ROG, as well as carbon monoxide (CO), would be emitted by equipment such as graders, backhoes, and generators, while fugitive dust (PM_{10}) would be emitted by activities that disturb the soil, such as grading and excavation, road construction and building construction. Similar to the Project, it is assumed that construction would occur over approximately 2.5 years and standard emission control measure as required by the SBCAPCD would still apply. This impact would remain less than significant.

This alternative would involve fewer residential units compared to the Project (either 147 fewer units under Alternative 5a or 189 fewer units under Alternative 5b). However, this alternative would include business park uses, which would result in increased vehicle trips and use more energy compared to the Project. Based on the California Emissions Estimator Model (CalEEMod) output (refer to Appendix K), Alternative 5a would generate vehicular emissions that would exceed the SBCAPCD mobile significance thresholds for NO_x of 25 pounds per day. Alternative 5b would not generate emissions exceeding any SBCAPCD operational emissions thresholds. Therefore, under Alternative 5, operational emissions would be commensurately increased and Alternative 5a would result in emissions that would exceed local air quality thresholds. In contrast to the Project, this impact would be potentially significant and would require mitigation.

Because alternative involves fewer residential units than the Project, it would remain consistent with the 2010 CAP. This would be a less than significant impact.

As with the Project, this alternative would expose residents on the Project site to a carcinogenic health risk that would exceed SBCAPCD's recommended health risk criteria. Because this alternative involves fewer residential units, fewer people would be exposed to health risks. Nevertheless, this alternative would continue to require mitigation related to potential health risk impacts to residential receptors on the Project site (Mitigation Measure AQ-4).

c. Biological Resources. Depending on the configuration of the business park and residential development, this alternative could avoid impacts related to removal of habitat that could support nesting and/ or foraging birds protected under State and federal law. However, it is likely that at least some sensitive habitat would be affected. As with the Project, landscaping for this alternative could introduce invasive plant species which may escape into natural areas. This alternative, like the Project, would be located within a local wildlife linkage area, which could result in indirect impacts to wildlife movement. These impacts would remain potentially significant, and this alternative would continue to require mitigation related to potential impacts associated with nesting birds and raptors, invasive species, and wildlife movement (Mitigation Measures BIO-1, BIO-2, BIO-4[a], BIO-4[b], and BIO-4[c]) to reduce these impacts to a less than significant level.

Similar to the Project, this alternative would not impact wetlands, or sensitive habitat and these impacts would remain less than significant.

d. Cultural Resources. Depending on the configuration of the business park and parking area, this alternative could potentially avoid the significant, but mitigable impact related to CA-SBA-56, which is an area of prehistoric archaeological significance. However, it is assumed that, at a minimum, parking lot and landscaped areas would overlie the resource, similar to the Project. Thus, impacts would be similar to those of the Project. This alternative would continue to require mitigation related to potential



impacts to known resources within CA-SBA-56 and previously undiscovered resources (Mitigation Measures CR-1[a], CR-1[b], CR-1[c], CR-1[d], CR-1[e], and CR-1[f]). Alternative 5 would not reduce the significant and unavoidable impact associated with the identified human burial site within CA-SBA-56. Overall, impacts to cultural resources would be similar to the Project, and would remain significant and unavoidable.

e. Geology. This alternative would involve business park uses and residential uses, but the Project site would remain subject to the same potential geological impacts as the Project. Therefore, the potential for adverse effects caused by seismic settlement, liquefaction, erosion, and expansive soils would be similar to the Project under this alternative. This alternative would continue to require mitigation related to potential geologic impacts (Mitigation Measure GEO-1). Therefore, this alternative would result in geological impacts that would be less than significant with mitigation, and similar to the Project.

f. Greenhouse Gas Emissions. This alternative would reduce the size of the Project by at least 147 units. However, this alternative would involve business park development on a portion of the Project site. Business park development would result in increased GHG emissions from transportation and non-transportation sources. Based on CalEEMod output for Alternative 5a and 5b (refer to Appendix K), GHG emissions would exceed the annual efficiency threshold of 4.9 MT CO₂e per service population. Therefore, in contrast to the Project, this alternative would generate emissions exceeding applicable thresholds. This impact would be potentially significant and would require mitigation.

g. Hazardous Materials/Risk of Upset. Like the Project, this alternative involves housing units and businesses park development near the U.S. 101 and UPRR corridors, a high-pressure natural gas pipeline, and businesses that store and use hazardous materials. Although this alternative would reduce the number of residential units on the Project site by at least 147 units, new business park uses and employees would be introduced on the site. As with the Project, compliance with applicable federal, state, and local regulations pertaining to hazardous materials use, storage, and transport would minimize the potential risk of upset. Nevertheless, this alternative would involve development of residential units on a site located in close proximity to UPRR and U.S. 101 and multiple facilities that store and use hazardous materials, and impacts associated with the risk of upset would remain significant and unavoidable.

h. Hydrology and Water Quality. As with the Project, this alternative would involve structural development and paved area on the majority of the Project site. Therefore, there would similar impervious surface area and associated surface water runoff and the potential for erosion and sedimentation under this alternative. As with the Project, this alternative would be required to implement mitigation measure HWQ-2 to reduce impacts to site drainage. Implementation of required mitigation measure would reduce impacts to a less than significant level. Under this alternative, as with the Project, compliance with NPDES requirements and implementation of Best Management Practices (BMPs) would be required and would ensure that hydrologic impacts from construction and water pollutants would remain less than significant.

i. Land Use. This alternative involves development of a business park and reduced number of residential units on the Project site (either 147 fewer units under Alternative 5a or 189 fewer units under Alternative 5b). The Project site has a General Plan land use designation of Medium-Density Residential (R-MD) and is designated as an Affordable Housing Opportunity Site. The Project site is zoned Design Residential (DR-20). Therefore, the business park portion of this alternative would be



inconsistent with the City's General Plan and the Goleta Municipal Code's zoning regulations, and would require a General Plan amendment and zone change. However, this alternative would maintain the minimum density of 20 units/acre associated with the Affordable Housing Opportunity Site designation. This alternative would continue to require mitigation related to a temporary noise incompatibility impact (Mitigation Measure N-1). Effects related to privacy for adjacent businesses would remain significant but mitigable, similar to the Project.

j. Noise. Because this alternative would involve full development of the Project site with a different mix of uses than the Project, the anticipated duration of construction activity under this alternative would be generally similar to that of the Project. As with the Project, construction activities would occur within 50 feet of sensitive receptors. This alternative would continue to require a similar scale of pre-construction soil hauling to prepare the site for construction. Therefore, this alternative would continue to require Mitigation Measures N-1(a) through N-1(h) for construction impacts. However, as with the Project, temporary construction noise impacts would remain significant and unavoidable.

Operational noise associated with this alternative would include typical noise associated with business park development such as vehicular movement, conversations, HVAC systems, loading, unloading, forklifts, and other equipment. These sources of operational noise would be comparable to surrounding business park uses and would not result in a significant noise impact. As discussed below under *m. Transportation/Circulation/Parking*, this alternative would generate 180 to 1,480 more vehicle trips than the Project. Therefore, traffic-related noise would increase in comparison to the Project and may require mitigation.

This alternative would replace a portion of the proposed residential units on the Project with business park uses along the U.S. 101 and UPRR corridors. Business park uses are less noise-sensitive than residential uses. However, because residential uses would still be developed on the Project site, impacts related to on-site noise exposure would be similar to the Project. Therefore, this alternative would continue to require mitigation related to potential exterior and interior noise at onsite residences (Mitigation Measures N-5[a] and N-5[b]). Vibration impacts generated by passing trains would remain less than significant, similar to the Project.

k. Public Services. This alternative would involve development of a business park and residential uses on the Project site. This alternative would result in fewer residential units than the Project; however, the same Santa Barbara County Fire Protection District requirements pertaining to defensible space, serviceable access, fire hydrants, and sprinkler systems would apply. Therefore, this alternative would have the same overall impacts to public services as the Project. As with the Project, impacts to public services would be less than significant.

l. Recreation. This alternative would result in fewer residential units, and therefore fewer new residents than the Project. As a result, this alternative would result in a lower demand for public parks than the Project. Like the Project, this alternative would provide private recreational facilities for residents, as well as a two-acre public park. As with the Project, payment of parks development impact fees would be required, and impacts to recreation would be less than significant.

m. Transportation/Circulation/Parking. This alternative includes a mix of uses, which would include in fewer residential units than the Project, but would include business park development. The potential traffic that would result under this alternative, measured in ADT, was estimated using trip



generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Estimated trip generation associated with Alternative 5a and Alternative 5b, as compared to trip generation associated with the Project (refer to Section 4.13, *Transportation/Circulation*, and the Project traffic study in Appendix I) is shown in Table 6-2.

**Table 6-2
 Comparison of Alternative 5 and the Project Vehicle Trip Generation**

Project			
Land Use	Units	Rate	Trips
Senior Apartments	132 Units	3.44 trips/day/unit	454
Apartments	228 Units	6.65 trips/day/unit	1,516
Total			1,970
Alternative 5a			
Land Use	Units	Rate	Trips
Senior Apartments ¹	78 Units	3.44 trips/day/unit	268
Apartments ¹	135 Units	6.65 trips/day/unit	898
Business Park ²	179.4 ksf	12.44 trips/day/ksf	2,232
Total			3,398
Alternative 5b			
Land Use	Units	Rate (trips/day/unit)	Trips
Senior Apartments ¹	63 Units	3.44 trips/day/unit	217
Apartments ¹	108 Units	6.65 trips/day/unit	718
Business Park ²	89.7 ksf	12.44 trips/day/ksf	1,116
Total			2,051

¹ This alternative assumes that the reduction of residential units would remain approximately proportional between proposed workforce housing and senior units.

² Institute of Transportation Engineers *Trip Generation Manual 9th Edition Business Park (Land Use 770) trip rate.*

As shown in Table 6-2, due to the replacement of residential uses with business park uses, this alternative would generate approximately 1,428 more ADT than the Project under Alternative 5a and approximately 81 more ADT than the Project under Alternative 5b. Traffic impacts would therefore be incrementally increased. The mix of uses proposed under this alternative may also result in internal trips within the Project site, which would somewhat reduce off-site vehicle trip generation. Like the Project, impacts to traffic volumes, public transportation, intersections, and the highway segment in the CMP network under this alternative would be expected to stay within acceptable levels and impacts would remain less than significant.

This alternative would continue to require a similar scale of pre-construction soil hauling to prepare the site for construction. Therefore, this alternative would remain potentially significant, and would require Mitigation Measure T-5, Pre-Construction Traffic Management Control Plan, to reduce this impact to a less than significant level.

This alternative assumes that the mixed-use site layout would be designed to provide adequate parking to meet parking regulations. As with the Project, the supply of parking under this alternative would be



sufficient to meet anticipated demand from future residents and visitors to the Project site. Therefore, impacts would remain less than significant.

As with the Project, impacts to alternative transportation would remain less than significant.

n. Utilities and Service Systems. This alternative would involve development of a business park and residential uses on the Project site. This alternative would result in 147 (Alternative 5a) to 189 (Alternative 5b) fewer residential units than the Project. However, business park uses that would replace residential units on the Project site would result in increased reliance on utilities and services systems which serve the site. Estimated water demand, wastewater generation, and solid waste generation associated with Alternative 5a and Alternative 5b, based on factors from the City's *Environmental Thresholds and Guidelines Manual*, and assumptions used in Section 4.14, *Utilities and Service Systems*, are shown in Table 6-3.

**Table 6-3
 Comparison of Alternative 5 and the Project Water Demand,
 Wastewater Generation, and Solid Waste Generation**

Land Use	Units	Water Demand	Wastewater Generation	Non-Recyclable Solid Waste Generation
Project				
Residential	360 Units	45 AFY	0.07 mgd	199 tpy
Alternative 5a				
Residential	213 Units	27 AFY	0.04 mgd	118 tpy
Business Park ¹	179.4 ksf	54 AFY	0.05 mgd	44 tpy
Total²		80 AFY	0.09 mgd	161 tpy
Alternative 5b				
Residential	171 Units	21 AFY	0.03 mgd	95 tpy
Business Park ¹	89.7 ksf	27 AFY	0.02 mgd	22 tpy
Total²		48 AFY	0.06 mgd	116 tpy

¹ Water demand of 0.30 AFY/ksf. Solid waste generation rate of 0.9 tons/ksf and a diversion rate of 73%. Rates based on the City's *Environmental Thresholds and Guidelines Manual*. Wastewater generation is assumed to be approximately 90% of water demand.

² Totals may reflect rounding of decimals now shown in this table.

As shown in Table 6-3, under Alternative 5a, demand for water would increase from approximately 45 acre feet per year (AFY) to approximately 80 AFY. Wastewater generation under this Alternative 5a would increase from approximately 0.07 mgd to approximately 0.09 mgd. Non-recyclable solid waste generation under Alternative 5a would decrease from approximately 199 tons per year to approximately 161 tons per year. Overall, under Alternative 5b, demand for water would increase from approximately 45 acre feet per year (AFY) to approximately 48 AFY. Wastewater generation under this Alternative 5b would decrease from approximately 0.07 mgd to approximately 0.06 mgd. Non-recyclable solid waste generation under Alternative 5b would decrease from approximately 199 tons per year to approximately 116 tons per year. As with the Project, impacts associated with water and wastewater generation would remain less than significant, and impacts associated with solid waste generation would be reduced to a less than significant level.



6.6 ALTERNATIVE SITES

Alternative sites for developing a project similar to the Project (360 multi-family dwelling units with parking and recreational amenities on an approximately 17.4-acre site.) were considered but determined to be infeasible. None of these sites is owned or controlled by the applicant and thus could not be developed by this entity. Some of the undeveloped sites are too small in area (e.g., Kenwood Village Site, 7300 Calle Real) or too constrained by creeks and Environmentally Sensitive Habitat Areas (ESHA) (e.g., Girsh/Western Site at 7100 block of Hollister Avenue).

Of the remaining vacant sites within the City that could accommodate development of similar scale to the Project, some are currently designated as Agriculture in the General Plan and others have a non-residential land use designation. Development on vacant sites with an Agricultural designation (e.g., Bishop Ranch) would result in losses of agricultural lands, creating a new impact for the residential project and requiring a General Plan amendment and zone change. The Bishop Ranch site is subject to Chapter 2.0 of the Goleta General Plan Land Use Element as amended by Measure G. Chapter 2.0 of the Land Use Element prohibits conversion of most land designated as agriculture on Figure 2-1 (Land Use Plan Map) of the General Plan without voter approval. There are limited vacant non-residential sites in the City, which are primarily located in the overflight areas of the Santa Barbara Airport. In addition, to the Airport constraint, changing the designation to residential would entail a General Plan amendment and a zone change. Many of the remaining vacant sites have pending or approved applications for development with the City. These sites include:

- Cortona Apartments/6860 Cortona Drive (approved 176 apartments),
- Page Site/Old Town Village (approved 176 townhomes)
- Villages at Los Carneros (approved 465 units; mix of single family, townhomes, condominiums, and apartments)
- 7400 Cathedral Oaks (pending 60 single family units)

Therefore, analysis of an alternative site for the project is not warranted based on the reasons stated above.

6.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 6-4 compares the physical impacts for each of the alternatives to the physical impacts of the Project. The No Project Alternative would be the overall environmentally superior alternative since it would avoid all impacts associated with development of the Project site. However, the No Project Alternative would not achieve the basic objectives of the Project as stated in Section 2.0, *Project Description*.

Among the development options, Alternatives 2 through 5 would all reduce one or more significant Project impacts, as discussed below:

- *Alternative 2 would reduce the potentially significant impact to cultural resources, but would not eliminate the significant and unavoidable impact to the intact human burial site within CA-SBA-56. Alternative 2 would incrementally reduce, but not eliminate impacts in several other issue areas, including air quality, greenhouse gas emissions, hydrology, noise, public services, and transportation due to a reduced number of residences proposed for development on the project site. Alternative 2 would eliminate the significant and unavoidable impact associated with solid waste*



- generation. The risk of upset associated with the U.S. 101, the UPRR, a natural gas pipeline, and existing businesses would remain significant and unavoidable.*
- *Alternative 3 would reduce the potentially significant, but mitigable impact related to exposure of site residents to noise exceeding the City's residential exterior standard. The risk of upset associated with the U.S. 101, the UPRR, a natural gas pipeline, and existing businesses would remain significant and unavoidable. Alternative 3 would eliminate the significant and unavoidable impact associated with solid waste generation.*
 - *Alternative 4 would avoid the Project's significant environmental effects to scenic resources, including views of the Santa Ynez Mountains. In addition, Alternative 4 would incrementally reduce impacts in several issue areas, including air quality, greenhouse gas emissions, noise, public services, and transportation due to the reduction in building height and number of units. Therefore, this alternative would eliminate this significant and unavoidable impact associated with the Project. Alternative 4 would eliminate the significant and unavoidable impact associated with solid waste generation. The risk of upset associated with U.S. 101, the UPRR, a natural gas pipeline, and existing businesses would remain significant and unavoidable.*
 - *Alternative 5 would reduce the Project's significant, but mitigable impacts related to residential exposure to noise and health risk from U.S. 101 and the UPRR. This alternative would increase traffic generation and associated impacts related to air quality, greenhouse gases, and noise. Alternative 5 would eliminate the significant and unavoidable impact associated with solid waste generation. The risk of upset associated with U.S. 101, the UPRR, a natural gas pipeline, and existing businesses would remain significant and unavoidable.*

In addition, Alternatives 2 through 5 would all fail to meet one or more of the Project objectives, as noted below:

- *Alternative 2 may not fully meet Objective 2 regarding the number of residential units on the Project site. Because this alternative may require additional buildings to be 3-story, rather than 2-story as with the Project, Objective 8 to maintain visual resources may not be met.*
- *Alternative 3 may not fully meet Objective 2 regarding the number of residential units on the Project site. Because this alternative may require additional buildings to be 3-story, rather than 2-story as with the Project, Objective 8 to maintain visual resources may not be met.*
- *Alternative 4 may not fully meet Objective 2 regarding the number of residential units on the Project site. Objective 8 regarding the maintenance of visual resources would be met and improved under this alternative when compared to the Project.*
- *Alternative 5 may not fully meet Objective 2 regarding the number of residential units on the Project site. Because Alternative 5a may require buildings to be 3-story, Objective 8 to maintain visual resources may not be met.*



Alternative 4 would eliminate two of the six identified Class I impacts of the Project, which relate to scenic resources and solid waste generation. None of the alternatives would eliminate the significant and unavoidable impacts related to the identified burial site within CA-SBA-56, construction noise, or hazardous materials/ risk of upset. All other project impacts would be reduced below identified thresholds of significance through implementation of the mitigation measures described in this EIR. Although some alternatives would reduce impacts in such areas as cultural resources and noise, these reductions would be incremental in nature and adoption of an alternative rather than the Project would not be necessary to avoid significant environmental effects. Therefore, based on the reduction of impacts and ability to meet the objectives of the Project, Alternative 4 “Reduced Building Height” would be the environmentally superior alternative of those described above.

**Table 6-4
 Impact Comparison of Alternatives**

Issue	Alternative 1 No Project/ No Development	Alternative 2 Avoid CA-SBA-56 and Buffer	Alternative 3 Increase Railroad/Freeway Buffer and Higher Sound Barrier	Alternative 4 Reduced Building Height	Alternative 5 (a/b) Business Park Development
Aesthetics	+	=	=	+	=/+
Air Quality	+	=/+	=/+	=/+	-
Biological Resources	+	=	=	=	=
Cultural Resources	+	+	=	=	=
Geology and Soils	+	=	=	=	=
Greenhouse Gas Emissions	+	=/+	=/+	=/+	-
Hazardous Materials/Risk of Upset	+	=/+	=/+	=/+	=/+
Hydrology and Water Quality	+	=/+	=/+	=	=
Land Use and Planning	-	=/-	=/-	=	=/-
Noise	+	=/+	+	=/+	=
Public Services	+	=/+	=	=/+	=
Recreation	+	=	=	=	=
Transportation/ Circulation/ Parking	+	=/+	=/+	=/+	=/-
Utilities and Service Systems	+	+	+	+	=/+

+ Superior to the Project (reduced level of impact)
 - Inferior to the Project (increased level of impact)
 =/+ slightly superior to the Project in one or more aspects, but not significantly superior
 =/- slightly inferior to the Project in one or more aspects, but not significantly inferior
 = Similar level of impact to the Project



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