

Appendix A

Notice of Preparation & Responses





**NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT
AND SCOPING MEETING**

Planning and Environmental Review Department
April 6, 2015

**HERITAGE RIDGE RESIDENTIAL PROJECT; CASE NO. 14-049-VTM-DP-GPA
North of Camino Vista and East of S. Los Carneros Road;
APNs 073-060-031 through -043**

NOTICE IS HEREBY GIVEN that the Planning and Environmental Review Department of the City of Goleta is providing a Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) and will conduct a scoping meeting on the date set forth below for the Heritage Ridge Residential Project proposed by the Towbes Group, Inc.

PROJECT LOCATION: The project would be located on a vacant 16.2 acre site north of Camino Vista and east of S. Los Carneros Road within the City of Goleta, Santa Barbara County. The site is located south of U.S. Highway 101 and the Union Pacific Railroad corridor and would be accessed from Camino Vista. The surrounding land uses include: the freeway and railroad tracks to the north; a vacant site for a future residential development (Villages at Los Carneros) to the west of Los Carneros Road; industrial businesses to the east; and residential uses (Willow Springs I and II) to the south. The project is proposed on Assessor's Parcel Numbers (APNs) 073-060-031 through -043.

GENERAL PLAN: Medium Density Residential (R-MD)

ZONING: Design Residential, 20 units/acre (DR-20)

PROJECT DESCRIPTION: The proposed project involves the development of two housing concepts and a neighborhood park. One housing component would be a seniors' (62 years and older) rental apartment development totaling 132 units in two buildings. The second component would be 228 units of rental workforce apartments (housing that is intended to be occupied by households whose head is in the workforce) in six buildings. All 360 units will be rental apartment units. A two-acre neighborhood park would be a feature of the project as required by the City's General Plan. The project application also includes a Vesting Tentative Map to consolidate 13 existing parcels into three parcels and a modification of zoning regulations to provide 152 spaces for the senior apartments rather than the required 183 spaces and to provide 345 spaces for the workforce housing rather than the required 367 spaces. A General Plan Amendment has been requested to remove a designation of Environmentally Sensitive Habitat Area (ESHA) on General Plan Open Space and Conservation Element Maps.

PURPOSE OF NOTICE OF PREPARATION AND SCOPING MEETING: The City of Goleta will be the Lead Agency under the California Environmental Quality Act (CEQA) and will prepare an Environmental Impact Report (EIR) for this project. The purpose of the Notice of Preparation/Notice of Public Scoping Meeting is to obtain agency and public comment on the adequacy of the scope of analysis and content of the environmental information and analysis to

be conducted, including significant environmental issues, reasonable alternatives, and mitigation measures that should be included in the DEIR. Reference: California Code of Regulations, Title 14 (CEQA Guidelines) Sections 15082(a), 15103, and 15375.

EIR SCOPE OF ANALYSIS: The EIR is intended to provide decision-makers and the public with information that enables them to consider the environmental consequences of the proposed project. The EIR would identify potentially significant effects, and any feasible means of avoiding or reducing the effects through project redesign, the imposition of mitigation measures, or implementation of alternatives to the project. The EIR will address the issue areas listed in the CEQA Guidelines Appendix G Checklist as well as cumulative impacts. The specific issues to be addressed include the following:

Aesthetics	Air Quality
Biological Resources	Cultural Resources
Geology/Soils	Greenhouse Gases
Hazards and Hazardous Materials	Hydrology/Water Quality
Land Use/Planning	Noise
Population/Housing	Public Services
Recreation	Transportation/Traffic
Utilities/Service Systems	

The issues of Agriculture and Forestry will not be addressed as the project site is not on agricultural or forest land and will not conflict with existing zoning for agricultural or forestry lands. Additionally, mineral resources will not be addressed as no minerals are known to be on the site that would be of value to the region or residents of the site.

The City of Goleta's Environmental Hearing Officer will conduct one public scoping meeting for the proposed project to receive oral and written testimony at the time and place listed below.

MEETING DATE AND TIME: **Wednesday, April 29, 2015, at 5:00 PM**

PLACE: **Goleta City Hall, Council Chambers
130 Cremona Drive, Suite B
Goleta, California 93117**

All interested parties are encouraged to attend the scoping meeting and to present written and/or oral comments.

NOTICE OF PREPARATION PUBLIC COMMENT PERIOD: The public comment period begins on April 6, 2015 and ends on May 6, 2015 (30 days). All letters should be addressed to Ms. Stephanie Diaz, Contract Planner, City of Goleta, 130 Cremona Drive, Suite B, Goleta, CA 93117 or sdiaz@cityofgoleta.org. Ms. Diaz can be reached at 805-961-7549. **All comments must be received no later than May 6, 2015 at 5:00 PM or submitted at the hearing.** Please limit comments to environmental issues.

NOTE: In compliance with the Americans with Disability Act, if you need special assistance to participate in the hearing, please contact the City Clerk at (805) 961-7500. Notification at least 48 hours prior to the meeting will enable staff to make reasonable arrangements to accommodate special needs.

Published: *Santa Barbara News-Press*, April 6, 2015



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

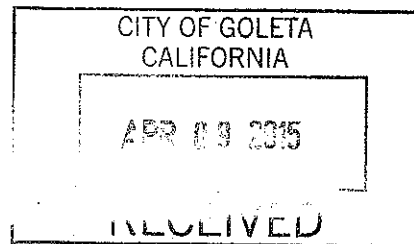


KEN ALEX
DIRECTOR

Notice of Preparation

April 3, 2015

To: Reviewing Agencies
Re: Heritage Ridge Residential Project
SCH# 2015041014



Attached for your review and comment is the Notice of Preparation (NOP) for the Heritage Ridge Residential Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

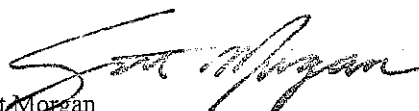
Please direct your comments to:

Stephanie Diaz
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015041014
Project Title Heritage Ridge Residential Project
Lead Agency Goleta, City of

Type NOP Notice of Preparation
Description -Development of 360 rental units - 132 for seniors (62 years and older) and 228 workforce apartments;
-Development of a two-acre neighborhood park;
-Modification to allow reduction in parking from 183 parking spaces to 152 parking spaces for the Senior Apartments;
-Vesting Tentative Map to consolidate 13 existing parcels into three parcels;
-General Plan Amendment to remove a mapping designation of Environmental Sensitive Habitat area on site as denoted in the City's Open Space and Conservation Elements.

Lead Agency Contact

Name Stephanie Diaz
Agency City of Goleta
Phone 805 961 7549 **Fax**
email
Address 130 Cremona Drive, Suite B
City Goleta **State** CA **Zip** 93117

Project Location

County Santa Barbara
City Goleta
Region
Cross Streets Camino Vista and Calle Koral
Lat / Long 34° 4.36' 0.22" N / 119° 8.51' 5.07" W
Parcel No. 073-060-031 through -043
Township 4N **Range** 28W **Section** 7/18 **Base** SBB&M

Proximity to:

Highways US 101
Airports Santa Barbara
Railways UPRR
Waterways Goleta Slough
Schools UCSB
Land Use Vacant / Design Residential, 20 units per acre; / Medium Density Residential & Affordable Housing Opportunity Site (20-25 du/ac)

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife; Region 5; Department of Housing and Community Development; Office of Emergency Services, California; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 5; Air Resources Board; Regional Water Quality Control Board, Region 3

Date Received 04/03/2015 **Start of Review** 04/03/2015 **End of Review** 05/04/2015

NOP Distribution List

<input checked="" type="checkbox"/> Resources Agency	<input type="checkbox"/> Fish & Wildlife Region 1E Laurie Harnsberger	<input type="checkbox"/> OES (Office of Emergency Services) Dennis Castrillo	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input checked="" type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Fish & Wildlife Region 2 Jeff Drongesen	<input type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> RWQCB 1 Cathleen Hudson
<input type="checkbox"/> Dept. of Boating & Waterways Nicole Wong	<input type="checkbox"/> Fish & Wildlife Region 3 Charles Armor	<input checked="" type="checkbox"/> Public Utilities Commission Leo Wong	<input type="checkbox"/> North Coast Region (1)
<input checked="" type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Wildlife Region 4 Julie Vance	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator
<input type="checkbox"/> Colorado River Board Lisa Johansen	<input checked="" type="checkbox"/> Fish & Wildlife Region 5 Leslie Newton-Reed Habitat Conservation Program	<input type="checkbox"/> State Lands Commission Jennifer Deleong	<input checked="" type="checkbox"/> San Francisco Bay Region (2)
<input type="checkbox"/> Dept. of Conservation Elizabeth Carpenter	<input type="checkbox"/> Fish & Wildlife Region 6 Tiffany Ellis Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Central Coast Region (3)
<input type="checkbox"/> California Energy Commission Eric Knight	<input type="checkbox"/> Fish & Wildlife Region 6 I/M Heidi Sickler Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Cal State Transportation Agency CalSTA	<input type="checkbox"/> RWQCB 4 Teresa Rodgers
<input type="checkbox"/> Cal Fire Dan Foster	<input type="checkbox"/> Dept. of Fish & Wildlife M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Division of Aeronautics Philip Crimmins	<input type="checkbox"/> Los Angeles Region (4)
<input type="checkbox"/> Central Valley Flood Protection Board James Herofia	<input type="checkbox"/> Other Departments	<input type="checkbox"/> Caltrans - Planning HQ LD-IGR Terri Pencovic	<input type="checkbox"/> Central Valley Region (5)
<input type="checkbox"/> Office of Historic Preservation Ron Parsons	<input type="checkbox"/> Food & Agriculture Sandra Schubert Dept. of Food and Agriculture	<input type="checkbox"/> California Highway Patrol Suzann Ikeuchi Office of Special Projects	<input type="checkbox"/> Fresno Branch Office
<input type="checkbox"/> Dept of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Dept. of General Services Public School Construction	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> California Department of Resources, Recycling & Recovery Sue O'Leary	<input type="checkbox"/> Dept. of General Services Anna Garbeff Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Delta Stewardship Council Kevan Samsam	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input checked="" type="checkbox"/> Dept. of Water Resources Nadell Gayou	<input type="checkbox"/> Housing & Comm. Dev. CEQA Coordinator Housing Policy Division	<input type="checkbox"/> Caltrans, District 3 Eric Federicks - South Susan Zanchi - North	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> Fish and Game	<input checked="" type="checkbox"/> Independent Commissions, Boards	<input type="checkbox"/> Caltrans, District 4 Erik Alm	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Dept. of Fish & Wildlife Scott Flint Environmental Services Division	<input type="checkbox"/> Delta Protection Commission Michael Machado	<input type="checkbox"/> Caltrans, District 5 Larry Newland	<input type="checkbox"/> Other
<input type="checkbox"/> Fish & Wildlife Region 1 Donald Koch		<input type="checkbox"/> Caltrans, District 6 Michael Navarro	<input type="checkbox"/> Conservancy
		<input type="checkbox"/> Caltrans, District 7 Dianna Watson	

Notice of Completion & Environmental Document Transmittal

2015041014

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Heritage Ridge Residential Project

Lead Agency: City of Goleta Contact Person: Stephanie Diaz
Mailing Address: 130 Cremona Dr, Suite B, Phone: 805-961-7549
City: Goleta Zip: 93117 County: Santa Barbara

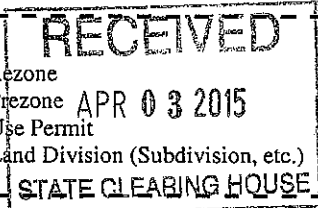
Project Location: County: Santa Barbara City/Nearest Community: Goleta
Cross Streets: Camino Vista and Calle Korai Zip Code: 93117
Longitude/Latitude (degrees, minutes and seconds): 34 ° 436 ' 022 " N / 119 ° 851 ' 507 " W Total Acres: 16.2 acres
Assessor's Parcel No.: 073-060-031 through -043 Section: 07&18 Twp.: 4N Range: 28W Base: SBBM
Within 2 Miles: State Hwy #: US 101 Waterways: Goleta Slough
Airports: Santa Barbara Railways: Union Pacific Schools: UCSB

Document Type:

CEQA: [X] NOP [] Draft EIR NEPA: [] NOI Other: [] Joint Document
[] Early Cons [] Supplement/Subsequent EIR [] EA [] Final Document
[] Neg Dec (Prior SCH No.) [] Draft EIS [] Other:
[] Mit Neg Dec Other:

Local Action Type:

[] General Plan Update [] Specific Plan [] Rezone [] Annexation
[X] General Plan Amendment [] Master Plan [] Prezone APR 03 2015 [] Redevelopment
[] General Plan Element [] Planned Unit Development [X] Use Permit [] Coastal Permit
[] Community Plan [X] Site Plan [X] Land Division (Subdivision, etc.) [] Other:



Development Type:

[X] Residential: Units 360 Acres 16.2
[] Office: Sq.ft. Acres Employees
[] Commercial: Sq.ft. Acres Employees
[] Industrial: Sq.ft. Acres Employees
[] Educational:
[] Recreational:
[] Water Facilities: Type MGD
[] Transportation: Type
[] Mining: Mineral
[] Power: Type MW
[] Waste Treatment: Type MGD
[] Hazardous Waste: Type
[] Other:

Project Issues Discussed in Document:

[X] Aesthetic/Visual [] Fiscal [X] Recreation/Parks [] Vegetation
[] Agricultural Land [] Flood Plain/Flooding [] Schools/Universities [X] Water Quality
[X] Air Quality [] Forest Land/Fire Hazard [] Septic Systems [X] Water Supply/Groundwater
[X] Archeological/Historical [X] Geologic/Seismic [] Sewer Capacity [] Wetland/Riparian
[X] Biological Resources [] Minerals [X] Soil Erosion/Compaction/Grading [] Growth Inducement
[] Coastal Zone [X] Noise [X] Solid Waste [X] Land Use
[] Drainage/Absorption [X] Population/Housing Balance [] Toxic/Hazardous [X] Cumulative Effects
[] Economic/Jobs [X] Public Services/Facilities [X] Traffic/Circulation [] Other:

Present Land Use/Zoning/General Plan Designation:

Vacant/ Design Residential, 20 units per acre; / Medium Density Residential & Affordable Housing Opportunity Site (20-25 du/ac)

Project Description: (please use a separate page if necessary)

- Development of 360 rental units - 132 for seniors (62 years and older) and 228 workforce apartments;
-Development of a two-acre neighborhood park;
-Modification to allow reduction in parking from 183 parking spaces to 152 parking spaces for the Senior Apartments;
-Modification to allow reduction in parking from 367 parking spaces to 345 parking spaces for the Workforce apartments;
-Vesting Tentative Map to consolidate 13 existing parcels into three parcels;
-General Plan Amendment to remove a mapping designation of Environmental Sensitive Habitat area on site as denoted in the City's Open Space and Conservation Elements.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

MTD

Santa Barbara

17 June 2014

Mary Chang, Senior Planner
City of Goleta
Planning & Environmental Review
130 Cremona Drive, Suite B
Goleta, CA 93117

Dear Mary,

Thank you for the opportunity to review the plans for the North Willow Springs project near Hollister Avenue & Los Carneros Way.

As you know, the Santa Barbara Metropolitan Transit District (MTD) provides fixed route transit service for southern Santa Barbara County. This location is currently served by Lines 6 and 12x.

Because of the additional transit demand that will be generated by the residents of this development, MTD requests that the project be conditioned to provide improvements to the bus stops currently at Los Carneros Way on both sides of Hollister Avenue, consistent with City of Goleta General Plan Policy TE 7.12.

MTD recommends that the bus stop on the north side of Hollister Avenue (west-bound) be improved in its current location. With respect to the bus stop on the south side of Hollister (east-bound): MTD has requested that if the Target project is approved, the bus stop be relocated immediately to the far side of the future Camino Vista intersection. That new intersection must, of course, provide for safe pedestrian crossings. If the Target project is not approved, MTD requests that the stop be moved closer to the far side of the Los Carneros Way intersection. In either case, continuous sidewalk access should be provided between the intersection and the bus stop.

Improving the bus stops entails providing ADA-compliant concrete boarding pads, shelters with night lighting for safety, benches, and trash receptacles consistent with current MTD Bus Stop Standards. MTD does not require bus turnouts, but if the City of Santa Barbara or City of Goleta requires them, MTD requests that they be long enough to accommodate 60' articulated buses by providing at least 70' of pocket plus an additional 30' of ingress and 15' of egress.

You probably remember that MTD submitted a similar letter regarding the Target project to you on November 20, 2013. Should you have any questions about the above comments, please feel free to contact me at (805) 963-3364 extension 218 or at the email address below.

Sincerely,



Cynthia Boche
Assistant Planning Manager
cboche@sbmtd.gov



Fire Department

"Serving the community since 1926"

Michael W. Dyer
Fire Chief
County Fire Warden

Eric Peterson
Deputy Fire Chief

HEADQUARTERS

4410 Cathedral Oaks Road
Santa Barbara, CA 93110-1042
(805) 681-5500 FAX: (805) 681-5563

June 26, 2014

Ms. Mary Chang
Planning and Environmental Services
City of Goleta
130 Cremona Drive, #B
Goleta, CA 93117

Dear Ms. Chang:

SUBJECT: APN: 073-060-031 ...; Permit #: 14-049-GPA/VTM/DP/CUP
Site: North of Calle Koral / West of Los Carneros, Goleta
Project Description: GPA, VTM, DP, CUP

DETERMINATION OF APPLICATION INCOMPLETENESS

I have reviewed your project and find that it will require some corrections before it can be approved by the Santa Barbara County Fire Department. The following information must be included with your revised plans.

1. Revised plans shall include a complete plan showing the following driveway information. All plans must be drawn to scale and shall call out all dimensions and turning radii requirements.
 - Width of access.
Driveways shall have minimum widths of 24 feet or 26 feet.

PLAN STATUS

Please re-submit four sets of corrected site plans to Planning and Development, Attention Fire Department. The plans must be clearly marked "CORRECTED". Submit plans to Planning and Development as part of incompleteness re-submittal.

In addition, the following fire department conditions shall be required for the Fire Protection Certificate.

Serving the cities of Buellton, Goleta and Solvang, and the Communities of Casmalia, Cuyama, Gaviota, Hope Ranch, Los Alamos, Los Olivos, Mission Canyon, Mission Hills, Orcutt, Santa Maria, Sisquoc, Vandenberg Village

2. Fire Protection Certificates will be required.
3. Road naming shall be required for this project.
4. If a building or portion of a building exceeds 30 feet in height, Section D 105 of the CFC shall be followed.
5. If elevators are required for this project, the elevator car(s) shall be able to accommodate a 24-inch by 84-inch ambulance stretcher in the horizontal, open position.
 - Emergency medical services symbols shall be placed on both sides of the elevator car door frame.
 - The symbol shall be a minimum of 3 inches high.
6. Street signs shall be installed.
7. New fire hydrants shall be installed, number to be determined.
 - The fire department shall have on file a set of approved fire hydrant plans prior to any work being started.
 - Fire hydrants shall be located per fire department specifications and shall flow 1250 gallons per minute at a 20 psi residual pressure.
 - Commercial fire hydrant(s) shall consist of one 4-inch outlet and two 2-1/2-inch outlets.
 - A set of approved fire hydrant plans, stamped and dated by the fire department shall be kept at the job site and available upon request.
 - Water systems shall be installed exactly as the approved fire hydrant plans dictate. No changes or modifications to these plans shall take place without prior fire department approval.
 - No work shall be covered or otherwise rendered inaccessible or unviewable prior to inspection by a fire department representative.
8. Signs indicating "Fire Lane – No Stopping" shall be placed every 150 feet as required by the fire department. Refer to current adopted California Fire Code.
9. Portable fire extinguishers are required and shall be in accordance with the current adopted Santa Barbara County Code Chapter 15.

10. An automatic fire sprinkler system shall be installed.

- Fire sprinkler plans shall be approved by the fire department prior to installation.
- A set of approved plans, stamped and dated by the fire department shall be kept at the job site and available upon request.
- The fire department shall determine the location of any fire department connection (FDC) that may be required.
- Fire Department Connection (FDC) shall be labeled per NFPA 13.
- Water systems shall be installed exactly as the approved plans dictate. No changes or modifications to these plans shall take place without prior fire department approval.
- No work shall be covered or otherwise rendered inaccessible or unviewable prior to inspection by the fire department.

11. An automatic fire or emergency alarm system shall be installed.

- Fire alarm system shall meet Santa Barbara County Fire Department requirements.
- Automatic fire or emergency alarm system plans shall be approved by the fire department.
- Alarm panel locations and annunciator graphics shall be approved by fire department prior to installation.

12. Recorded addressing for the residences is required by the fire department.*

13. Address numbers shall be a minimum height of four inches for residential.

- Address number location(s) shall be approved by the fire department.
- Address numbers shall be a color contrasting to the background color.
- The address numbers shall be elevated at least three feet from the ground for clear visibility and easy directional identification.
- The numbers shall be visible from the access road when travelling in either direction.

14. Access way entrance gates shall conform to fire department standards.

15. When access ways are gated, a fire department approved locking system shall be installed.

16. The applicant will be required to pay development impact fees. In accordance with Chapter 15 of the Santa Barbara County Code, the fee shall be computed per square foot on each new building, including non-habitable spaces, paid for the purpose of mitigating the incremental increase in needs for emergency services generated by the development.

Estimated fees:

\$.10 per square foot for structures with fire sprinklers

Fire Facility Development Impact Fee
Goleta Planning Area

Development impact fees are collected at the current rate at time of payment.

Final occupancy clearance inspection will not be scheduled unless fees have been paid.

If you have questions or need clarification of the conditions contained in this letter, please contact me, 805-681-5528 or 805-681-5523.

In the interest of life and fire safety,



Dwight Pepin, Captain
Fire Prevention Division

*Information is posted at sbcfire.com. Select Doing Business/Planning and Engineering. To have information provided, telephone 805-681-5523.

DP:mkb

c Goleta Water District, 4699 Hollister Av, Goleta 93110



www.goletawest.com

phone: 805 968-2617, fax: 805 562-8987

P.O. Box 4, Goleta, CA 93116-0004

UCSB Campus Parking Lot 32, Santa Barbara, CA 93106

March 18, 2014

The Towbes Group, Inc.
21 East Victoria Street, Suite 200
Santa Barbara, CA 93101

RE: SEWER AVAILABILITY LETTER FOR APN: 073-060-(031 thru 043)

Project: Willow Springs North

To whom it may concern:

The property referenced above at APN# (073-060-(031 thru 043)) is within the boundaries of the Goleta West Sanitary District (GWSD).

Santa Barbara County sewer policy and District Ordinance No. 60 requires that any sewage generating uses constructed on this property be connected to a community sewer system.

Sewer capacity of three-hundred-sixty (360) ERUs in District facilities is presently available to serve the property, and is expected to be available to serve the property if it is connected to the District sewer system pursuant to a District Sewer Service Connection Permit within one year from the date of this letter. The District makes no representation concerning sewer capacity beyond the period stated above.

In order to secure a District Sewer Service Connection Permit for the property, it will be necessary to comply with all District requirements for the issuance of a Connection Permit, including payment of all required fees.

Please confirm your acceptance of the terms and conditions outlined herein by signing the acceptance statement below.

Sincerely,

GOLETA WEST SANITARY DISTRICT

TO: GOLETA WEST SANITARY DISTRICT

RE: APN 073-060-(031 thru 043)

We hereby confirm our acceptance of the terms and conditions outlined in this Sewer Availability Letter.

Heidi Jones, Agent
Signature of Owner or their agent.

Date 3/18/14

Date _____



**Santa Barbara County
Air Pollution Control District**

Our Vision  Clean Air

June 19, 2014

Mary Chang
Planning & Environmental Review
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Re: APCD Comments on North Willow Springs, 14-049-GPA-VTM-DP-CUP

Dear Ms. Chang:

The Santa Barbara County Air Pollution Control District (APCD) appreciates the opportunity to provide comments on the proposed North Willow Springs project. The Towbes Group proposes to construct a 360 residential unit development consisting of two areas: Area A will be a senior housing development with 108 one-bedroom units and 24 two-bedroom units, and Area B will be apartment housing of 149 one-bedroom units, 55 two-bedroom units, and 24 three-bedroom units. Area B abuts the Union Pacific Railroad and Highway 101. The subject property, a 16.2-acre site zoned DR-20 and identified in the Assessor Parcel Map Book as APN 073-060-031 through -043, is located at Calle Koral and Los Carneros, north of the Willow Springs and Willow Springs II developments, in the City of Goleta.

APCD's guidance document, entitled *Scope and Content of Air Quality Sections in Environmental Documents* (updated March, 2014), is available online at www.sbcapcd.org/apcd/landuse.htm. This document should be referenced for general guidance in assessing air quality impacts in any upcoming environmental documents for the project. An environmental analysis should evaluate the following potential impacts related to the North Willow Springs project:

1. Proximity to Highway 101. APCD staff recommends that sensitive land uses, such as residential, should not be sited within 500 feet of the highway. This is based on guidance from the California Resources Board (*Air Quality and Land Use Handbook: A Community Health Perspective*, CARB, April 2005) and supplemented by information gathered by APCD, summarized in the attached "Public Health and High Traffic Roadways".

This recommendation is based on a number of proximity studies that were conducted in areas throughout the state. The studies link traffic-related air pollutant emissions to a number of health effects, such as increased cancer risk, reduced lung function, increased asthma and bronchitis, and increased medical visits. The studies are not based on specific pollutants or dose-response relationships, and no mitigation or threshold is identified that can reduce the proximity-related impacts other than increasing the distance between the sensitive receptors and the road. This is not intended to discourage mitigation measures such as particulate filters in household ventilation systems.

Siting of sensitive receptors within 500 feet of the freeway would potentially increase the occurrence of respiratory illness for future residents in the project area, and should be discussed in the Air Quality section of the environmental document.

2. Attainment Status and Consistency with the APCD Clean Air Plan (CAP). The APCD has posted the most up-to-date attainment status for the County on the APCD website www.sbcapcd.org/sbc/attainment.htm and the most recent Clean Air Plan is available at www.sbcapcd.org/cap.htm. The website should be consulted for the most up-to-date air quality information. The 2010 CAP used the 2007 regional growth factors for land use and population projections provided by the Santa Barbara County Association of Governments (SBCAG), along with on-road emissions forecasts provided by the California Air Resources Board (ARB) as a basis for vehicle emissions forecasting. The environmental analysis should examine whether the proposed project will be consistent with the growth assumptions in the 2010 CAP.

3. Increase in Emissions from Proposed Project. The environmental analysis should present significance thresholds for ozone precursor emissions (reactive organic compounds [ROC], and oxides of nitrogen [NO_x]) and particulate matter and determine whether the proposed project will produce emissions in excess of the thresholds. APCD's *Scope and Content* document contains the APCD Board-adopted criteria for evaluating the significance of adverse air quality impacts for APCD projects. In the absence of locally-adopted thresholds, APCD recommends that these thresholds be used to determine significance of air quality impacts.

The proposed project will involve air quality impacts associated with motor vehicle trips from the residential population of the project. The air quality impact analysis for mobile source emissions should be based on project-specific information and supported by a traffic study whenever possible. In addition to motor vehicle emissions, the analysis should include emissions associated with unpermitted stationary sources such as residential and commercial heating and cooling equipment. These emissions (termed "area source" emissions) should be included in the operational phase emission evaluation.

If the proposed project exceeds the significance thresholds for air quality, mitigations should be applied to reduce those emissions to below the levels of significance. Section 6 of APCD's *Scope and Content* document offers ideas for air quality mitigations. However, project-specific measures should be developed that are pertinent to the specific project and are enforceable by the lead agency.

4. Construction Impacts. The EIR should include a description and quantification of potential air quality impacts associated with construction activities for the proposed project. APCD's March 2014 *Scope and Content* document, Section 6, presents recommended mitigation measures for fugitive dust and equipment exhaust emissions associated with construction projects. Construction mitigation measures should be enforced as conditions of approval for the project. The environmental analysis should include a Mitigation Monitoring and Reporting Plan that explicitly states the required mitigations and establishes a mechanism for enforcement.

5. Asbestos Reporting Requirements. If the project will involve any demolition or renovation of existing structures, the environmental analysis should discuss notification and reporting requirements pursuant to APCD Rule 1001 – National Emission Standards for Hazardous Air Pollutants (NESHAP) – Asbestos.

6. Global Climate Change/Greenhouse Gas impacts. Greenhouse gas (GHG) emissions and global climate change impacts should be addressed in the CEQA document. Global climate change is a

cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases.

CEQA documents should include a quantification of GHG emissions from all project sources, direct and indirect, as applicable. In addition, we recommend that climate change impacts be mitigated to the extent reasonably possible, whether or not they are determined to be significant. The discussion of climate change impacts can be included under cumulative air quality impacts or in its own section. At a minimum, the project should include any feasible greenhouse gas reduction measures as applicable from the following sector-based list:

- Energy use (energy efficiency, low carbon fuels, renewable energy)
- Transportation (reduce vehicle miles traveled, compact and transit-oriented development, pedestrian- and bicycle-friendly communities)
- Water conservation (improved practices and equipment, landscaping)
- Waste reduction (material re-use/recycling, composting, waste diversion, waste minimization)
- Architectural features (green building practices, cool roofs)

For guidance regarding greenhouse gas analysis for CEQA environmental documents, please refer to the *CAPCOA CEQA & Climate Change* document. CAPCOA has also published *Quantifying Greenhouse Gas Mitigation Measures*, an extensive sector-by-sector compendium of project-specific mitigation measures, including quantification methods to calculate GHG reductions. Both of these documents are available online at www.capcoa.org.

7. Transportation Measures to Reduce Air Quality Impacts. The North Willow Springs project and the associated environmental analysis should include measures that promote the use of alternate modes of transportation and focus on reducing vehicle miles traveled, vehicle trips, and peak-hour travel. Because the North Willow Springs project involves a substantial amount of new residential development, the ability of existing transit services to support the increased population should be evaluated. Enhancements to existing services and schedules, and/or additional routes may be necessary for the project area and surrounding community.

We hope you find our comments useful. Please contact me at 961-8890 or cvw@sbcapcd.org if you have questions.

Sincerely,



Carly Wilburton
Air Quality Specialist
Technology and Environmental Assessment Division

Attachment: Public Health and High Traffic Roadways

cc: TEA Chron File

Public Health and High Traffic Roadways

California Air Resources Board Recommended Policy:

Sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities should not be sited within 500 feet of:

- A freeway
- Urban roads with 100,000 or more vehicles/day
- Rural roads with 50,000 or more vehicles/day

(Ref. "*Air Quality and Land Use: A Community Health Perspective.*" California Air Resources Board. April 2005)

Reason for the Policy:

Many studies show that living in proximity to freeways and other high traffic roadways leads to adverse health effects beyond those associated with regional air pollution. A number of studies that focused on children have found slower lung development and significant increases in the incidence of lung disease, such as asthma, bronchitis, and decreased lung function, in children who live or attend school near heavily travelled roadways. In addition to children, seniors, and people with heart and lung conditions are considered particularly sensitive to effects of air pollution. Residence in high-traffic areas has been shown to increase the risk of mortality within a cohort of male veterans.

Health Studies:

The results of health studies suggests that it is important to avoid exposing children and other sensitive populations to the elevated air pollution levels near freeways and other high traffic roads. While particulate pollution is suspected as contributing the most to the adverse health effects, studies have not yet determined which specific pollutants and sources (cf. diesel particulate, re-entrained roadway dust particulate, NO₂ vehicle exhaust, diesel trucks vs. gasoline cars, &c.) are responsible. Additional studies are underway. While significant adverse health effects were observed in children who lived within 1,500 feet of a freeway (Gauderman, 2007), the studies indicate a substantial benefit to a 500 foot separation (McConnell, 2006).

Key Findings:

- Reduced lung function in children is associated with traffic density within 1,000 feet and the strongest association is within 300 feet of the roadway. (Brunekreef, 1997)
- Children living within 550 feet of heavy traffic have more medical visits than children who live further away from traffic. (English, 1999)
- Increased asthma hospitalizations are associated with living within 650 feet of heavy traffic. (Lin, 2000)
- Asthma symptoms increase with proximity to roadways and the risk is greatest within 300 feet. (Venn, 2001)
- Asthma and bronchitis symptoms in children are associated with proximity to high traffic in a community with good overall regional air quality. (Kim, 2004)
- Children living within 150 – 200 meters (~450 feet – 600 feet) of heavy traffic have higher rates of asthma than children living further away from traffic. (McConnell, 2006)
- Children living within 500 meters (~1,500 feet) of heavy traffic have significantly slower lung development than children living further away from traffic. (Gauderman, 2007)
- Survival of members of the Washington University-EPRI Veterans Cohort is strongly and robustly associated with county-average levels of traffic related air pollution and mortality relationships are stronger in the counties with higher levels of traffic density. (Lipfert et al, 2009)

Applicability to Santa Barbara County:

The studies covered children in a variety of urban environments living in proximity to roadways covering a wide spectrum of traffic volumes. The adverse health effects were measured at traffic volumes as low as 41,000 vehicles per day (English) and between 80,000 and 150,000 vehicles per day (Brunekreef). Highway 101, through Santa Barbara County, experiences traffic volumes within the range where health effects have been observed. Also, some parts of Highway 101 see over 7000 diesel trucks per day

(SBCAG). Furthermore, running parallel to Highway 101 through the southern portion of Santa Barbara County is a rail corridor that contributes significantly to the pollution levels near the highway (cf., rail contributes an additional 10% or 0.07 tons per day to mobile source generated PM10 emissions in Santa Barbara County).

2012 Average Daily Traffic (ADT) Volumes for Highway 101 (Caltrans):

US 101 at Storke = 63,600 ADT (Back)

US 101 at Highway 150 = 64,000 ADT

US 101 at Las Positas/Route 225 = 130,000 ADT

US 101 at Highway 166, Santa Maria = 57,400 ADT

Conclusion:

In order to protect the public health, especially the health of children, from the adverse effects of air pollutants generated by traffic on Highway 101, land use policies should prohibit the construction of new residences, schools, day care centers, playgrounds, and medical facilities within 500 feet of Highway 101. No other roadways in Santa Barbara County currently have estimated traffic volumes at the magnitude for which the proximity studies have identified adverse health effects.

References:

- "Air Quality and Land Use: A Community Health Perspective."* California Air Resources Board. (April 2005).
- W. James Gauderman, et al. *"Effect of exposure to traffic on lung development from 10 to 18 years of age: A cohort study."* The Lancet. Volume 369, Issue 9561. 17 February 2007 – 23 February 2007: Pages 571-577.
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- John M. Peters, M.D., Sc.D. *"Epidemiologic Investigation to Identify Chronic Effects of Ambient Air Pollutants in Southern California (USC Children's Health Study)."* California Air Resources Board (May 2004).
- Brunekreef, B. et al. *"Air pollution from truck traffic and lung function in children living near motorways."* Epidemiology. 1997; 8:298-303.
- Lin, S. et al. *"Childhood asthma hospitalization and residential exposure to state route traffic."* Environ Res. 2002;88:73-81.
- Venn. et al. *"Living near a main road and the risk of wheezing illness in children."* American Journal of Respiratory and Critical Care Medicine. 2001; Vol.164, pp. 2177-2180.
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- Zhu, Y et al. *"Study of Ultra-Fine Particles Near A Major Highway With Heavy-Duty Diesel Traffic."* Atmospheric Environment. 2002 ; 36:4323-4335.
- Knape, M. *"Traffic related air pollution in city districts near motorways."* The Science of the Total Environment. 1999; 235:339-341.
- Roseville Rail Yard Study.* California Air Resources Board (October 2004).
- ARB Diesel Risk Reduction Plan.* California Air Resources Board (2000).
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- English P., Neutra R., Scalf R. Sullivan M. Waller L. Zhu L. *"Examining Associations between Childhood Asthma and Traffic Flow Using a Geographic Information System."* (1999) Environmental Health Perspectives 107(9): 761-767.
- "2007 Clean Air Plan."* Santa Barbara County Air Pollution Control District (August 2007).
- "2007 Travel Trends Report for Santa Barbara County."* Santa Barbara County Association of Governments. (December 2007)
- Lipfert, F. et al. *"Air Pollution and Survival within the Washington University-EPRI Veterans Cohort: Risks Based on Modeled Estimates of Ambient Levels of Hazardous and Criteria Air Pollutants."* Journal of the Air & Waste Management Association. Vol. 59 April 2009, pp. 473-487.

Stephanie Diaz

From: Huerta, Crystal L. SPL <crystal.huerta@usace.army.mil>
Sent: Wednesday, April 08, 2015 5:50 PM
To: Stephanie Diaz
Subject: Heritage Ridge Residential Project Notice of Preparation (UNCLASSIFIED)
Attachments: ENG 4345 Instructions.pdf; Eng4345_2012OCT.pdf; PCN_Final SPLRegionalConditions_2012-07-18(3).docx

Classification: UNCLASSIFIED
Caveats: NONE

Afternoon Stephanie:

If the projects falls within a water of the U.S. a permit would be required. Attached is a permit application. Please feel free to contact me if you have any questions.

Crystal L. M. Huerta
Senior Project Manager, North Coast Branch Regulatory Division U.S. Army Corps of Engineers, Los Angeles District
2151 Alessandro Drive, Suite 110, Ventura, CA 93001
Tel: (805) 585-2143, Fax: (805) 585-2154 Loyalty*Duty*Respect*Selfless Service*Honor*Integrity*Personal Courage

email: crystal.huerta@usace.army.mil
website: <http://www.spl.usace.army.mil/Missions/Regulatory.aspx>

Assist us in better serving you!
You are invited to complete our customer survey, located at the following link:
http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey.
Note: If the link is not active, copy and paste it into your internet browser.

Classification: UNCLASSIFIED
Caveats: NONE

Stephanie Diaz

From: Rejzek, Tom <Tom.Rejzek@sbcphd.org>
Sent: Monday, April 13, 2015 9:42 AM
To: Stephanie Diaz
Subject: Heritage Ridge Residential Project

Ms. Diaz-

The Santa Barbara County Environmental Health Site Mitigation Unit and Leaking Underground Fuel Tank Program has reviewed your Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the Heritage Ridge Residential Project (Case no. 14-049-VTM-DP –GPA, APNs 073-060-031 through -043) dated April 6, 2015. At this time, we have no comments or concerns regarding this project. Please let our agency know when the DEIR is available for review.

Thomas Rejzek

Professional Geologist #6461

Certified Hydrogeologist #601

Santa Barbara County Environmental Health Services

LUFT/SMU Program

2125 S. Centerpointe Parkway, Suite 333

Santa Maria, CA 93455

805-346-8216

tom.rejzek@sbcphd.org

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083



April 16, 2015

Stephanie Diaz
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Dear Ms. Diaz:

Re: SCH 2015041014 Goleta (Santa Barbara County) Heritage Ridge Residential Project - NOP

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings and Engineering Branch (RCEB) is in receipt of the *Notice of Preparation (NOP)* from the State Clearinghouse for the proposed Heritage Ridge Residential project. The City of Goleta is the lead agency for the project.

The project is located east of Los Carneros Road and generally north of Calle Koral and Camino Vista. It is immediately adjacent to the Union Pacific Railroad (UPRR) Santa Barbara Subdivision right-of-way (ROW) to the north and the existing Los Carneros Road grade-separated crossing (CPUC No. 001E-357.62-A, and DOT No. 745582R) to the west. According to the NOP, the project includes proposed development of residential units and a two-acre neighborhood park, as well as modification of residential parking spaces.

RCEB recommends that the City add language to the Project so that any future development adjacent to or near the railroad/light rail ROW is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at railroad crossings. Mitigation measures to consider include, but are not limited to, improvements to existing railroad crossings due to increase in traffic volumes, and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Chiang", with a long horizontal flourish underneath.

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings and Engineering Branch
Safety and Enforcement Division

C: State Clearinghouse



**Santa Barbara County
Air Pollution Control District**

April 28, 2015

Stephanie Diaz
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Re: APCD Response to Notice of Preparation of an Environmental Impact Report for the Heritage Ridge Residential Project, 14-049-VTM-DP-GPA

Dear Ms. Diaz:

The Santa Barbara County Air Pollution Control District (APCD) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Heritage Ridge Residential Project. The Towbes Group proposes to construct a 360 residential unit development consisting of two housing components: Component One will be a senior rental apartment development totaling 132 units in two buildings, and Component Two will be 228 units of rental workforce apartments in six buildings. A two-acre neighborhood park would also be a feature of the project as required by the City's General Plan. The project is within 500 feet of Highway 101 and the Union Pacific Railroad.

The subject property, a 16.2-acre site zoned DR-20 and identified in the Assessor Parcel Map Book as APN 073-060-031 through -043, is located north of Camino Vista and east of S. Los Carneros Road (north of the Willow Springs and Willow Springs II developments), in the City of Goleta.

APCD staff reviewed the Initial Study and NOP of a Draft EIR, and concurs that air quality impacts may be potentially significant and should be addressed in the EIR. APCD's guidance document, entitled *Scope and Content of Air Quality Sections in Environmental Documents* (updated April 2015), is available online at <http://www.ourair.org/apcd/land-use/>. This document should be referenced for general guidance in assessing air quality impacts in the Draft EIR. The EIR should evaluate the following potential impacts related to the Heritage Ridge Residential Project:

1. Proximity to Highway 101. APCD staff recommends that sensitive land uses, such as residential, should not be sited within 500 feet of the highway. This is based on guidance from the California Resources Board (*Air Quality and Land Use Handbook: A Community Health Perspective*, CARB, April 2005) and supplemented by information gathered by APCD, summarized in the attached "Public Health and High Traffic Roadways".

This recommendation is based on a number of proximity studies that were conducted in areas throughout the state. The studies link traffic-related air pollutant emissions to a number of health effects, such as increased cancer risk, reduced lung function, reduced heart health, increased asthma and bronchitis, and increased medical visits. The studies are not based on specific pollutants or dose-response relationships, and no mitigation or threshold is identified that can reduce the proximity-

related impacts other than increasing the distance between the sensitive receptors and the road. This is not intended to discourage mitigation measures such as particulate filters in household ventilation systems.

Siting of sensitive receptors within 500 feet of the freeway would potentially increase the occurrence of respiratory illness and cardiovascular disease for future residents in the project area, and should be discussed in the Air Quality section of the environmental document.

2. Attainment Status and Consistency with the APCD Clean Air Plan (CAP). The APCD has posted the most up-to-date attainment status for the County on the APCD website <http://www.ourair.org/air-quality-standards/> and the most recent Clean Air Plan is available at <http://www.ourair.org/clean-air-plans/>. The website should be consulted for the most up-to-date air quality information prior to the release of the Public Draft EIR.

The 2013 CAP used the 2012 Regional Growth forecast factors for land use and population projections provided by the Santa Barbara County Association of Governments (SBCAG), along with on-road emissions forecasts provided by the California Air Resources Board (ARB) as a basis for vehicle emissions forecasting. The EIR should examine whether the proposed project will be consistent with the growth assumptions in the 2013 CAP.

3. Increase in Emissions from Proposed Project. The environmental analysis should present significance thresholds for ozone precursor emissions (reactive organic compounds [ROC], and oxides of nitrogen [NO_x]) and particulate matter and determine whether the proposed project will produce emissions in excess of the thresholds. APCD's *Scope and Content* document contains the APCD Board-adopted criteria for evaluating the significance of adverse air quality impacts for APCD projects. In the absence of locally-adopted thresholds, APCD recommends that these thresholds be used to determine significance of air quality impacts.

The proposed project will involve air quality impacts associated with motor vehicle trips from the residential population of the project. The air quality impact analysis for mobile source emissions should be based on project-specific information and supported by a traffic study whenever possible. In addition to motor vehicle emissions, the analysis should include emissions associated with unpermitted stationary sources such as residential and commercial heating and cooling equipment. These emissions (termed "area source" emissions) should be included in the operational phase emission evaluation.

If the proposed project exceeds the significance thresholds for air quality, mitigations should be applied to reduce those emissions to below the levels of significance. Section 6 of APCD's *Scope and Content* document offers ideas for air quality mitigations. However, project-specific measures should be developed that are pertinent to the specific project and are enforceable by the lead agency.

4. Construction Impacts. The EIR should include a description and quantification of potential air quality impacts associated with construction activities for the proposed project. APCD's April, 2015 *Scope and Content* document, Section 6, presents recommended mitigation measures for fugitive dust and equipment exhaust emissions associated with construction projects. Construction mitigation measures should be enforced as conditions of approval for the project. The EIR should include a

Mitigation Monitoring and Reporting Plan that explicitly states the required mitigation and establishes a mechanism for enforcement.

5. Asbestos Reporting Requirements. If the project will involve any demolition or renovation of existing structures, the EIR should discuss notification and reporting requirements pursuant to APCD Rule 1001 – National Emission Standards for Hazardous Air Pollutants (NESHAP) – Asbestos.

6. Global Climate Change/Greenhouse Gas impacts. Greenhouse gas (GHG) emissions and global climate change impacts should be addressed in the CEQA document. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases.

CEQA documents should include a quantification of GHG emissions from all project sources, direct and indirect, as applicable. In addition, we recommend that climate change impacts be mitigated to the extent reasonably possible, whether or not they are determined to be significant. The discussion of climate change impacts can be included under cumulative air quality impacts or in its own section. At a minimum, the project should include any feasible greenhouse gas reduction measures as applicable from the following sector-based list:

- Energy use (energy efficiency, low carbon fuels, renewable energy)
- Transportation (reduce vehicle miles traveled, compact and transit-oriented development, pedestrian- and bicycle-friendly communities, infrastructure for alternatively fueled vehicles)
- Water conservation (improved practices and equipment, landscaping)
- Waste reduction (material re-use/recycling, composting, waste diversion/minimization)
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For guidance regarding greenhouse gas analysis for CEQA environmental documents, please refer to the *CAPCOA CEQA & Climate Change* document. CAPCOA has also published *Quantifying Greenhouse Gas Mitigation Measures*, an extensive sector-by-sector compendium of project-specific mitigation measures, including quantification methods to calculate GHG reductions. Both of these documents are available online at www.capcoa.org.

7. Transportation Measures to Reduce Air Quality Impacts. The Heritage Ridge Residential project and the associated environmental analysis should include measures that promote the use of alternate modes of transportation and focus on reducing vehicle miles traveled, vehicle trips, and peak-hour travel. Because the Heritage Ridge Residential project involves a substantial amount of new residential development, the ability of existing transit services to support the increased population should be evaluated. Enhancements to existing services and schedules, and/or additional routes may be necessary for the project area and surrounding community.

We hope you find our comments useful. Please contact me at 961-8890 or cvw@sbcapcd.org if you have questions.

Heritage Ridge Residential NOP of Draft EIR
April 28, 2015
Page 4 of 4

Sincerely,

A handwritten signature in cursive script that reads "Carly Wilburton".

Carly Wilburton
Air Quality Specialist
Technology and Environmental Assessment Division

Attachment: Public Health and High Traffic Roadways

cc: TEA Chron File

Public Health and High Traffic Roadways

California Air Resources Board Recommended Policy:

Sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities should not be sited within 500 feet of:

- A freeway
- Urban roads with 100,000 or more vehicles/day
- Rural roads with 50,000 or more vehicles/day

(Ref. "Air Quality and Land Use: A Community Health Perspective." California Air Resources Board, April 2005)

Reason for the Policy:

Many studies show that living in proximity to freeways and other high traffic roadways leads to adverse health effects beyond those associated with regional air pollution. A number of studies that focused on children have found slower lung development and significant increases in the incidence of lung disease, such as asthma, bronchitis, and decreased lung function, in children who live or attend school near heavily travelled roadways. In addition to children, seniors, and people with heart and lung conditions are considered particularly sensitive to effects of air pollution. Residence in high-traffic areas has been shown to increase the risk of mortality within a cohort of male veterans.

Health Studies:

The results of health studies suggests that it is important to avoid exposing children and other sensitive populations to the elevated air pollution levels near freeways and other high traffic roads. While particulate pollution is suspected as contributing the most to the adverse health effects, studies have not yet determined which specific pollutants and sources (cf. diesel particulate, re-entrained roadway dust particulate, NO₂ vehicle exhaust, diesel trucks vs. gasoline cars, &c.) are responsible. Additional studies are underway. While significant adverse health effects were observed in children who lived within 1,500 feet of a freeway (Gauderman, 2007), the studies indicate a substantial benefit to a 500 foot separation (McConnell, 2006).

Key Findings:

- Reduced lung function in children is associated with traffic density within 1,000 feet and the strongest association is within 300 feet of the roadway. (Brunekreef, 1997)
- Children living within 550 feet of heavy traffic have more medical visits than children who live further away from traffic. (English, 1999)
- Increased asthma hospitalizations are associated with living within 650 feet of heavy traffic. (Lin, 2000)
- Asthma symptoms increase with proximity to roadways and the risk is greatest within 300 feet. (Venn, 2001)
- Asthma and bronchitis symptoms in children are associated with proximity to high traffic in a community with good overall regional air quality. (Kim, 2004)
- Children living within 150 – 200 meters (~450 feet – 600 feet) of heavy traffic have higher rates of asthma than children living further away from traffic. (McConnell, 2006)
- Children living within 500 meters (~1,500 feet) of heavy traffic have significantly slower lung development than children living further away from traffic. (Gauderman, 2007)
- Survival of members of the Washington University-EPRI Veterans Cohort is strongly and robustly associated with county-average levels of traffic related air pollution and mortality relationships are stronger in the counties with higher levels of traffic density. (Lipfert et al, 2009)
- The mortality rate of stroke survivors is positively correlated to their proximity to a high-traffic roadway (more than 10,000 vehicles/day). (Wilker et al, 2013)
- When elderly individuals with coronary artery disease are exposed to traffic-related air pollutants there are changes in the expression of gene pathways adversely affecting cardiovascular health (Delfino, 2014)

Applicability to Santa Barbara County:

The studies covered children in a variety of urban environments living in proximity to roadways covering a wide spectrum of traffic volumes. The adverse health effects were measured at traffic volumes as low as 41,000 vehicles per day (English) and between 80,000 and 150,000 vehicles per day (Brunekreef). Highway 101, through Santa Barbara County, experiences traffic volumes within the range where health effects have been observed. Also, some

parts of Highway 101 see over 7000 diesel trucks per day (SBCAG). Furthermore, running parallel to Highway 101 through the southern portion of Santa Barbara County is a rail corridor that contributes significantly to the pollution levels near the highway (cf., rail contributes an additional 10% or 0.07 tons per day to mobile source generated PM10 emissions in Santa Barbara County).

2013 Average Daily Traffic (ADT) Volumes for Highway 101 (Caltrans):

US 101 at Highway 150 = 64,000 ADT (Ahead)

US 101 at Las Positas/Route 225 = 133,000 ADT (Back); 132,000 ADT (Ahead)

US 101 at Storke = 65,000 ADT (Back)

US 101 at Highway 166, Santa Maria = 65,000 ADT (Back)

Conclusion:

In order to protect the public health, especially the health of children, from the adverse effects of air pollutants generated by traffic on Highway 101, land use policies should prohibit the construction of new residences, schools, day care centers, playgrounds, and medical facilities within 500 feet of Highway 101. No other roadways in Santa Barbara County currently have estimated traffic volumes at the magnitude for which the proximity studies have identified adverse health effects.

References:

"2007 Clean Air Plan." Santa Barbara County Air Pollution Control District (August 2007).

"2007 Travel Trends Report for Santa Barbara County." Santa Barbara County Association of Governments (December 2007).

"2013 Traffic Volumes on California State Highway System." Caltrans. http://traffic-counts.dot.ca.gov/docs/2013_aadt_volumes.pdf

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Brunekreef, B. et al. "Air pollution from truck traffic and lung function in children living near motorways." *Epidemiology*. 1997; 8:298-303.

Delfino RJ "Epidemiologic Evidence for Asthma and Exposure to Air Toxics: Linkages Between Occupational, Indoor, and Community Air Pollution Research." *Environmental Health Perspectives*. (2002) 110 (supplement 4): 573-589.

Delfino, Ralph J. "Peripheral Blood Gene Expression in Subjects with Coronary Artery Disease and Exposure to Particulate Air Pollutant Components and Size Fractions." ARB Research Seminar. 17 April 2014.

<http://www.arb.ca.gov/research/seminars/delfino2/delfino.htm>

Englisch P., Neutra R., Scalf R. Sullivan M. Waller L. Zhu L. "Examining Associations between Childhood Asthma and Traffic Flow Using a Geographic Information System." (1999) *Environmental Health Perspectives* 107(9): 761-767.

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Rob McConnell, et al. "Traffic, Susceptibility, and Childhood Asthma." *Environmental Health Perspectives*. Volume 114, Number 5, May 2006.

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Knape, M. "Traffic related air pollution in city districts near motorways." *The Science of the Total Environment*. 1999; 235:339-341.

Lin, S. et al. "Childhood asthma hospitalization and residential exposure to state route traffic." *Environ Res*. 2002;88:73-81.

Lipfert, F. et al. "Air Pollution and Survival within the Washington University-EPRI Veterans Cohort: Risks Based on Modeled Estimates of Ambient Levels of Hazardous and Criteria Air Pollutants." *Journal of the Air & Waste Management Association*. Vol. 59 April 2009, pp. 473-487.

Peters, John M., M.D., Sc.D. "Epidemiologic Investigation to Identify Chronic Effects of Ambient Air Pollutants in Southern California (USC Children's Health Study)." California Air Resources Board (May 2004).

Roseville Rail Yard Study. California Air Resources Board (October 2004).

Venn. et al. "Living near a main road and the risk of wheezing illness in children." *American Journal of Respiratory and Critical Care Medicine*. 2001; Vol.164, pp. 2177-2180.

Wilker, E. et al. "Residential Proximity to High-Traffic Roadways and Poststroke Mortality." *Journal of Stroke and Cerebrovascular Diseases*. November 2013; Vol. 22, pp e366-e372.

Zhu, Y et al. "Study of Ultra-Fine Particles Near A Major Highway With Heavy-Duty Diesel Traffic." *Atmospheric Environment*. 2002; 36:4323-4335.

Stephanie Diaz

From: Peder H Lenvik <plenvik@gmail.com>
Sent: Monday, April 13, 2015 5:42 PM
To: Stephanie Diaz
Subject: RE: Heritage Ranch

Stephanie,
Thank you for the response.

"Sufficient water allocation to serve the Heritage Ridge Project was secured many years ago by the property owner and, as such, GWD considers this site to be an existing water customer similar to your property."

Several years ago we were not quite in the drought condition we are in today. Calling them a customer similar to my property is wholly inaccurate.

My property is not able to add 360 units and a park. This is 360 new residences requiring water. The State has mandated that everyone cut back on water usage and this project would be a huge addition to water usage.

It will be irresponsible for the City to allow this project to be approved at this time.

Peder Lenvik

-----Original Message-----

From: Stephanie Diaz [<mailto:sdiaz@cityofgoleta.org>]
Sent: Monday, April 13, 2015 4:30 PM
To: Peder Lenvik
Subject: RE: Heritage Ranch

Dear Mr. Lenvick:

Thank you for interest in Goleta and your email comment regarding water relating to the propped Heritage Ridge project. I have attached information regarding water supplies and proposed development.

Stephanie Diaz
Contract Planner

-----Original Message-----

From: Peder Lenvik [<mailto:plenvik@gmail.com>]
Sent: Wednesday, April 08, 2015 10:20 AM
To: Stephanie Diaz
Subject: Heritage Ranch

How can this even be considered in light of our current water supply concerns?

Peder

Stephanie Diaz

From: Stephanie Diaz
Sent: Monday, April 13, 2015 4:18 PM
To: 'Margaret Kuni'
Subject: RE: Heritage Ridge Residential Project & Development

Dear Ms. Kuni:

Thank you for your interest in Goleta and your email comments on the proposed development. Your comments will be considered in the project's review process.

Stephanie Diaz,
Contract Planner

From: Margaret Kuni [<mailto:morningstar12357@yahoo.com>]
Sent: Thursday, April 09, 2015 3:57 PM
To: Stephanie Diaz
Subject: Heritage Ridge Residential Project & Development

Dear Ms. Diaz,

This is a letter to be shared with all involved in planning any development in Goleta.

Our community has a history of drought and no viable source of affordable water during those times. Yet since Goleta became a city, it has chosen to ignore that history and we are now facing much worse conditions.

These newest housing developments do NOT benefit the community as the costs are not affordable to the citizens who live and work here.

Since the City appears to be intent on building more please consider the following parameters as possible guidelines in these development projects to help the community as a whole.

Heritage Ridge Residential Project (and any others not finished yet, but especially those that have affordable units):

1) A Point System that favors those who can prove they already reside in Goleta AND work in Goleta.

X Points for those born in Goleta or Santa Barbara (evidence is copy of birth certificate)

X Points for those who graduated from high school here (school transcripts which also show length of residence)

X Points for length of continuous residence in Santa Barbara County (i.e., 1 point per year, utility or DMV records)

X Points for those who work in Goleta now (ranked by distance from workplace to new residence in Goleta so that those who work closer to the new residence get more points, meaning less traffic) (W-2 or paystubs)

X Points for those who live outside Goleta for certain professions: law enforcement, fire & emergency personnel, public school teachers, medical personnel - nurses, doctors,

hospital & lab workers, city/county workers, etc. - those in crucial positions for South Santa Barbara County's health, safety and welfare. (Employee ID cards/records)

X Points for honorably discharged Veterans (all ages) (Form DD-214)

X Points for # of vehicles owned (less vehicles = higher points)

2) A strict policy on number of residents per Rental Units for all new developments especially those newer developments that will be managed by onsite managers. Simply limiting the parking is NOT enough as the excess vehicles spill over onto the nearby streets. In the past 10 years the on-street parking for the existing residences in the City of Goleta has increased in every neighborhood, most of which have garages and driveways that fit 2 cars. As the housing itself becomes more crowded, there are more problems - graffiti, vandalism, noise, thefts, etc.

I am sure there are other measures that can be implemented as well but these would be the optimal way to serve the long-term citizens of Goleta by not adding to the number of people using water resources we do not have. It would also reduce traffic on the City streets and strengthen the community by having our emergency personnel at hand for those very real emergencies we DO get (fires, earthquakes, bad storms, mass shootings).

Of course the ideal solution is to NOT approve any more development that would result in extra water use and to put temporary "stays" on those who have been approved but not yet built until we DO have the resources in place.

Sincerely,
Margaret Kuni

Resident since 1968 and renter who lives and works in Goleta

Stephanie Diaz

From: Robert Miller <rjmiller1@gmail.com>
Sent: Friday, April 10, 2015 4:55 PM
To: Stephanie Diaz
Subject: Heritage Ridge

Dea Ms. Diaz,

As a Goleta resident, I would like to express my opinion that considering significant new development projects like Heritage Ridge is not a positive path for Goleta. I understand that the urge is always towards growth. However, growth will significantly diminish the quality and expense of life in our city. We do not want to exacerbate water shortages to have more housing. We don't want the wider roads that more traffic will bring. If you resist these developments Goleta will continue to be a high quality place to live. We value quality over quantity.

thank you,

Bob Miller

9 Mendocino Dr.

NOP
Done

Stephanie Diaz

From: Johnson, Martin <Martin.Johnson@sbcfire.com>
Sent: Wednesday, April 08, 2015 3:06 PM
To: Stephanie Diaz
Subject: FW: RAR - City of Goleta Heritage Ridge Residential Project

Hi Stephanie,

Please see e-mail chain below. Would it be possible to obtain a current conceptual site plan layout of all the proposed buildings and road/driveway plans? This will better help us respond to the NOP request for the DEIR on the Heritage Ridge Residential Project. Mike Young or Shawn Steiner can pick it up at City Hall when they stop by.

Thanks!

Martin Johnson
Santa Barbara County Fire

From: Hentrich, Katie
Sent: Tuesday, April 07, 2015 4:06 PM
To: Johnson, Martin
Subject: RE: RAR - City of Goleta Heritage Ridge Residential Project

Hi Martin,

I would contact the project planner, Stephanie Diaz (sdiaz@cityofgoleta.org) (805-961-7549), for any additional documents you may need to review this project. The City's website doesn't have the proposed conceptual site plan posted, and I didn't receive any other materials along with the NOP. Let me know if you have any other questions.

Katie

From: Johnson, Martin
Sent: Tuesday, April 07, 2015 3:00 PM
To: Hentrich, Katie
Subject: RE: RAR - City of Goleta Heritage Ridge Residential Project

Hi Katie,

Any way for fire to get a copy of the proposed conceptual site plan for this project?

Thanks!

Martin

From: Hentrich, Katie
Sent: Tuesday, April 07, 2015 10:15 AM
To: Martel, Rudy; Johnson, Martin; Blackmar, Merrie; Dobberteen, Matt; Drude, Kevin; Fayram, Tom; Fisher, Cathy; Frye, Jon; Garciacelay, Claude; Klein-Rothschild, Susan; Luehrs, Mark; McCurdy, Alice; McGolpin, Scott; Naftaly, Matt; Langlands, Paddy; Pearson, Eric; Peterson, Eric; Robertson, William; Schleich, Mark; Sneddon, Chris; Spencer, Maureen; Stewart, Bret; Lockhart, Dinah; Trupe, Debbie; Stark, Stephanie

Cc: Van Wingerden, Cam; Lackie, David; Schneider, Matthew; Maus-Nisich, Terri; Russell, Glenn; Bahl, Renee; Black, Dianne

Subject: RAR - City of Goleta Heritage Ridge Residential Project

Good morning,

The City of Goleta has issued a Notice of Preparation for a Draft Environmental Impact Report for the Heritage Ridge Residential Project (attached) and will be conducting a scoping meeting on Wednesday, April 29th.

Project Title: Heritage Ridge Residential Project

Project Description: The proposed project involves the development of two housing concepts and a neighborhood park. One housing component would be a seniors' (62 years and older) rental apartment development totaling 132 units in two buildings. The second component would be 228 units of rental workforce apartments (housing that is intended to be occupied by households whose head is in the workforce) in six buildings. All 360 units will be rental apartment units. A two-acre neighborhood park would be a feature of the project as required by the City's General Plan. The project application also includes a Vesting Tentative Map to consolidate 13 existing parcels into three parcels and a modification of zoning regulations to provide 152 spaces for the senior apartments rather than the required 367 spaces. A General Plan Amendment has been requested to remove a designation of Environmentally Sensitive Habitat Area (ESHA) on General Plan Open Space and Conservation Element Maps.

How to Respond: The Long Range Planning Division will compile departmental comments into a single County response to be issued electronically through the CEO's office. All comment letters will be combined into a single County comment letter by the RAR coordinator. All letters should be addressed to Stephanie Diaz, Contract Planner, City of Goleta, 130 Cremona Drive, Suite B, Goleta, CA 93117. Please e-mail all comment letters (in a PDF or Word format) directly to me by **Thursday, April 30th** (khentrich@countyofsb.org).

Thank you,

Katie Hentrich
Associate Planner
Long Range Planning Division
County of Santa Barbara
123 E. Anapamu Street
Santa Barbara, CA 93101
805.884.6836

Stephanie Diaz

From: Shithi Kamal <skburi@gmail.com>
Sent: Tuesday, May 05, 2015 3:35 PM
To: Stephanie Diaz
Subject: Goleta City water use

Hello:

I am a concerned resident like many others in Goleta who are simply in a state of disbelief at the amount of growth that is happening at a time when we are all facing drastic cut backs in our water use.

Please stop building and let us conserve our existing water supply.
Feel free to share my message with the city council especially the pro-growth members.

Sincerely,

Shithi Kamal-Heikman
247 Saratoga Ct
Goleta, CA 93117