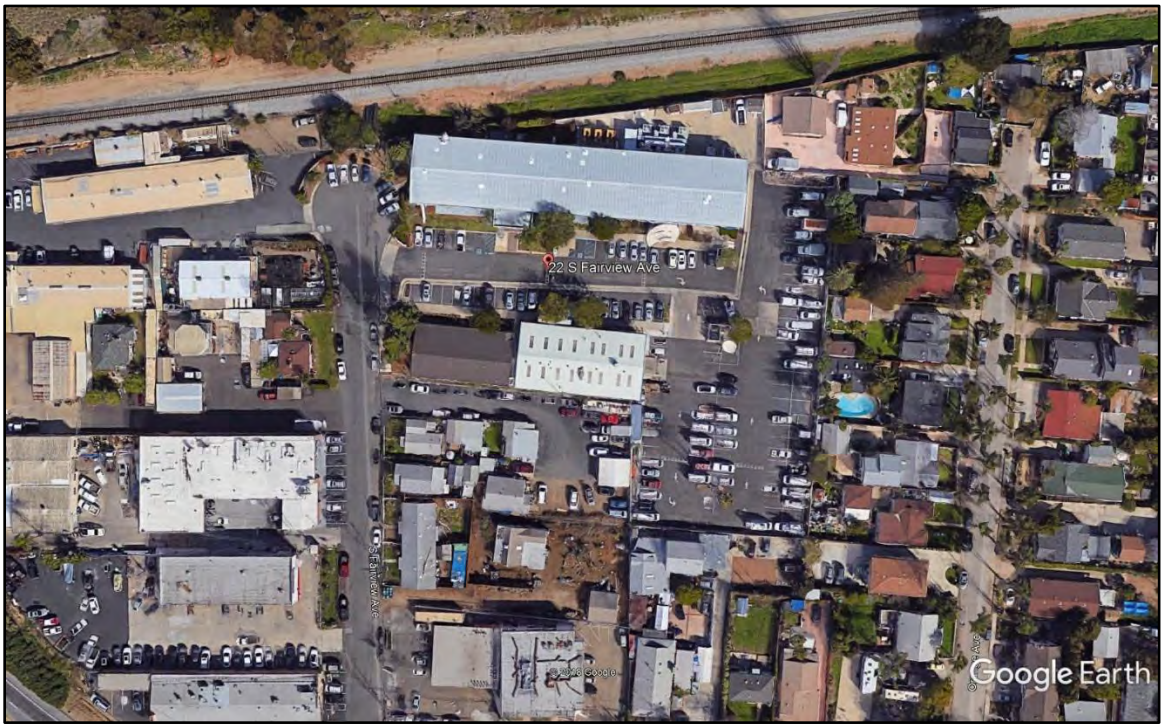
Cox Communications Headquarters Upgrade and New Critical Facility Project Development Plan Revision

Draft Initial Study/ Mitigated Negative Declaration

Case Nos. 18-093-DPRV



Prepared by:

CITY OF GOLETA

130 Cremona Drive, Suite B
Goleta, CA 93117

May 4, 2019

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C. *Phase I Archaeological Investigation 22 South Fairview Avenue, APN 071-021-044, Goleta, California* (Dudek, June 2018). *--Confidential file access by appointment and demonstrated need only. Contact Planning and Development Department--*

D. *Letter Report Historical Assessment: 22 South Fairview, Goleta California (APN 071-021-044),* Ronald L. Nye, March 5, 2019.

E. E-1. *Cox Goleta Critical Facility – Water Quality Memorandum*, Michael Baker International, November 16, 2018. Due to large file size, the Water Quality Memorandum is available at Planning and Environmental Review Department or online at: https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/ceqa-review

E-2. *Goleta Cox Critical Facility – Preliminary Drainage Report,* Michael Baker International, November 16, 2018.

F. *Goleta Expansion – Noise Technical Memorandum*, Michael Baker International, October 15, 2018.

G. *Updated Traffic and Parking Analysis for the Cox Communications Project – City of Goleta,* Associated Transportation Engineers, November 6, 2018.

List of Attachments

1. Project Plans
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CITY OF GOLETA
DRAFT INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION

1. PROJECT TITLE

Cox Communications Headquarters Upgrade and New Critical Facility Project
Case Nos: 18-093-DPRV

2. LEAD AGENCY NAME AND ADDRESS

City of Goleta
Planning and Environmental Review
130 Cremona Drive, Suite B
Goleta, CA 93117

3. CONTACT PERSONS AND PHONE NUMBER

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AGENT:

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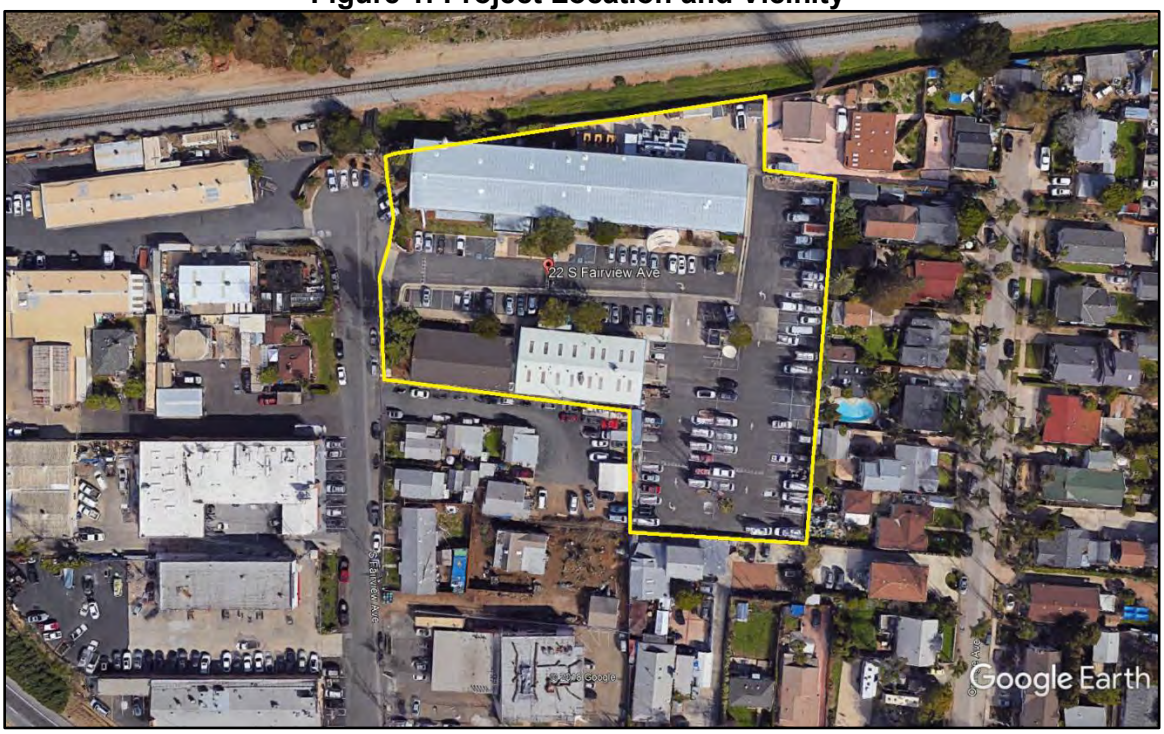
Santa Barbara, CA 93101-2102
(805) 882-1442
Attn: Alicia Harrison, AICP

5. PROJECT LOCATION

The project site is located at 22 South Fairview Avenue, north of Hollister Avenue and south of the Union Pacific Railroad (UPRR) and U.S. Highway 101 Rights-0f-Way. The project is located on the existing Cox Communications Headquarters property adjacent to Old Town Goleta in the urbanized core of the community. The project site is 2.43 acres in size on two Assessor Parcel Numbers (APN) 71-021-01 and 71-021-44. To the north of the site is the UPRR right-of-way and U.S. Highway 101. Residential and commercial

uses are located to the south of the site. Across South Fairview Avenue to the west are commercial uses, and residential uses are located to the east. Access to the Project site is from the South Fairview Avenue cul-de-sac.

Figure 1: Project Location and Vicinity



Source: Google 2018

6. PROJECT DESCRIPTION

Cox Communications has requested approval of a Development Plan Revision (18-093 DPRV) with modifications that would add a new critical facility building, remove two small buildings and make other various site improvements.

The project consists of the following components as shown in the proposed site plan in Figure 2 and detailed in the project application:

1. Demolition of Buildings A (3,360 square feet) and B (4,124 square feet). The uses within these buildings (office and warehouse use) would be relocated to an existing two-story Building C Headquarters (27,310 square feet).
2. Construction of an elevator on the south elevation of Building C Headquarters along with interior tenant improvements. The improvements to Building C Headquarters are to accommodate relocated uses from Buildings A & B and make the building accessible. Construction of a new single-story 6,519 square foot Critical Telecommunications Facility (Critical Facility) is also proposed. The new building is proposed in the southeastern portion of the site as shown on the site plan.
3. Installation of two new 750kw backup diesel generators in the existing utility yard located to the north of Building C Headquarters The two new generators will replace

two of the three existing backup generators once the new Critical Facility is up and running. One of the existing backup generators will remain.

4. The project includes construction of a new exterior loading area at Building C Headquarters, a new parking lot design, landscape changes, extension of existing site masonry screen walls, and relocation of the existing vehicular and pedestrian security access gates and fencing currently located 135 feet east of South Fairview to a new position 70 feet from the roadway edge. A new card access island for the gate will also be located just inside the driveway entrance.

In addition to the above listed construction improvements, Cox Communication has also requested the following modifications:

1. Height increase to 15 feet for structures located within the required setback to provide for the visual screening and sound attenuation for the new backup generators;
2. New 8-foot-high masonry screen wall along the northeast property boundary; and
3. Setback modification of the north property line associated with the placement of the backup generators enclosure to within 10 feet of the property line.
4. A 1-foot perimeter landscaping planter width modification to allow the existing 4-foot wide perimeter planters to remain.
5. A reduction of the landscape parking islands intervals requirement (from one for every 8 spaces to one for every 10 spaces) at the center of the project site.
6. Allow the wrought iron security fencing height at the site entry abutting Fairview Avenue to exceed the 30-inch height limitation.

Table 1 below summarizes the existing and proposed project site buildings, accessory structures, and lot coverage. Table 2 details the existing and proposed parking.

Figure 2: Proposed Architectural Site Plan

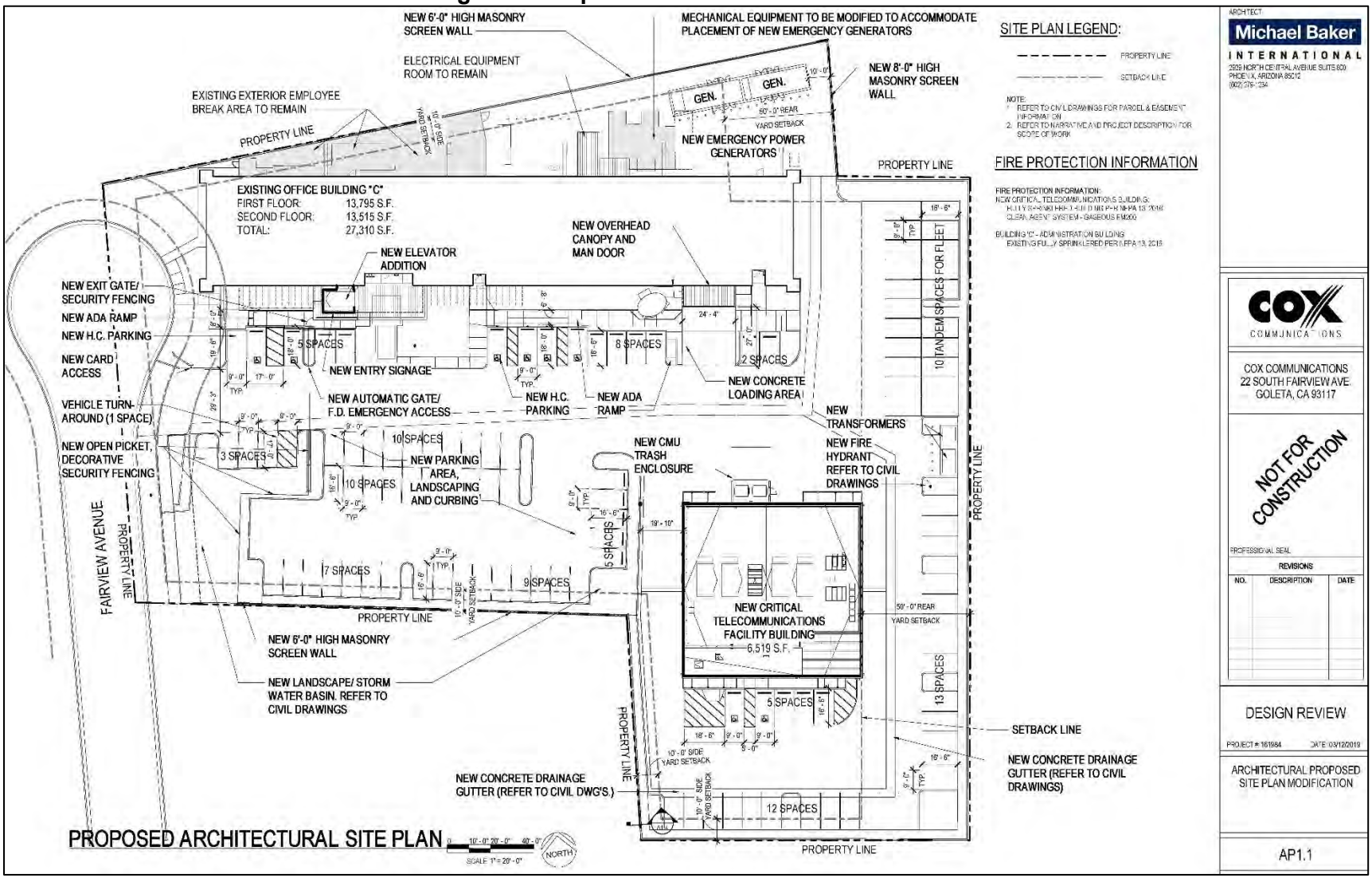


Table 1
Proposed Project and Existing
Lot Coverage Summary*

	Existing		Proposed		
Case No: 18-093 DPRV **APNs: 71-021-01 and 71-021-44.**	SF	% Cover	SF	% Cover	**Proposed Changes** --
Lot: 2.43 Acres	105,686	100	105,686	100	
Buildings					
New Critical Telecommunications Facility	--	--	6,519	6.17	New Building Construction
Building A: Office Building	3,360	3.18	--	--	Building Demolition
Building B: Warehouse	4,124	3.90	--	--	Building Demolition
Building C: Headquarters Office/Telecom/Warehouse Total** *First Floor* *Second Floor*	27,310 *13,795* *13,515*	*13.05**	27,480 *13,965* *13,515*	*13.21*	New Elevator and Interior Tennant Improvements*
Total Buildings	34,794	20.13*	33,999	19.38*	Net Reduction of 795 SF
Accessory/Equipment	1,968	1.86	1,491	1.41	New Emergency Generators and Electrical Equipment/Storage and Trash Enclosures
Impermeable and Permeable Surfaces					
Impermeable Surfaces/Paving and Concrete Swale	75,510	72.4	70,242	66.5	Remove impermeable paving
Landscaping	7,790	7.4	14,960	14.2	Install new permeable paving, landscaping, replace entry gate
Total Lot	**105,686**	**100%**	**105,686**	**100%**	

***Lot coverage calculation includes first floor only**

****Building C Headquarters Interior Improvements/Use**
Existing
1st Floor Office 7,265 SF
2nd Floor Telecommunications 6,500 SF
2nd Floor Office 13,515 SF

Proposed Interior Use
1st Floor Office 5,139 SF
1st Floor Warehouse 8,656 SF
1st Floor Elevator 170 SF
2nd Floor Office 13,515 SG

SF = square feet; % = percent

Table 2
Parking Statistics

Existing Parking Spaces	136 (20 in front lot, 116 in rear lot)
Parking Required per City Municipal Code 1. 1/300 SF Office 2. 1/1000 SF Warehouse 1/4 employees 3. 1/1000 SF Telecommunications 1/4 employees	 18,824/300 = 63 spaces 8,656/1000 = 9 spaces 1/4 employees = 1 space 6,519/1000 = 7 spaces 1/4 employees = 1 space Required 81 Spaces
Proposed Parking Spaces	108 Total Spaces 6 visitor spaces, including 2 accessible 102 employee/fleet spaces, including 6 accessible and 10 tandem
Accessible Parking Spaces Provided	8

Critical Facility. The new Critical Facility will house rows of equipment cabinets which contain servers, receivers, and signal transmission fiber optics, specialty fire protection systems, as well as a technical observation area and telecommunications fiber optic entry space. Figure 3 below details the interior configuration of the new Critical Facility. The Critical Facility will house 16 strings of Valve-Regulated-Lead-Acid (VRLA) batteries to

support the rows of equipment cabinets containing servers, receivers, and other electronic equipment essential for the fiber optics operation. The battery strings are contained with a fire-separated Power Room within the Critical Facility.

According to the project application, the Critical Facility has two main purposes: (1) to support Cox telecommunication to provide next generation gigabit internet speeds to all existing homes served by Cox in Santa Barbara County, and better support those commercial customers and newly constructed multi-family residential projects already receiving gigabit internet speed, and (2) provide primary and backup infrastructure necessary to support stable, continued telecommunications for emergency responders, safety personal, health providers and the community at large during times of an emergency and/or catastrophic event. Long term, Cox expects the project to accommodate the evolving needs of the community and build a network that will provide a high-speed service that will connect smart devices in homes, and businesses throughout the region.

Employment. The existing Cox operations employees of 85 people. Forty-seven (47) employees work on site Monday through Friday during regular business hours, from roughly 8:00 am to 5:00 pm, as follows: Building A - 2 office employees, Building B – 4 warehouse employees, and Building C – 40 office employees and 1 telecommunications employee. The other 38 employees are field technicians who utilize fleet vehicles and pickup equipment for service calls three times per week between 7:30 am and 10:30 am. With the proposed demolition, the employees from Buildings A and B will be relocated to Building C with the employee count remaining the same (85 employees). The existing critical service operations that currently occupy Building C Headquarters will be relocated to the new Critical Facility. The new building will be staffed by 1 new employee for a total count of 86 employees.

Traffic and Parking. The existing parking lot includes 20 spaces in the front lot and 116 spaces in the back lot (including existing tandem spaces) for a total of 136 spaces. Cox has approximately 85 company vehicles which are operated by the employees. Approximately 12 fleet service vehicles visit the site three times per week. Approximately 20 fleet and service vehicles park in the lot overnight and the remaining fleet vehicles are taken home by field employees. Most of the office/warehouse employees park onsite during the day. All employees have access to the secure parking lot behind the vehicular entry gate.

The parking requirements for the project are established in the City's Zoning Ordinance rates for office use and Warehouse Use. As shown in Table 2 above, a total of 81 parking spaces are required for the project (18 spaces for the warehouse use, 63 spaces for the office use.) The project application includes retaining 108 spaces, including 10 tandem spaces and exceeds the City's requirement by 27 spaces.

Building Height, and Materials. The new Critical Facility building is proposed to be 24 feet high, including parapets to hide all rooftop mechanical equipment. Exterior material is earth toned ground faced masonry with exposed aggregate light blue vertical flush seam metal panel cladding to match existing Building C. dark gray vertical flush seam metal cladding with metal screen and aggregate masonry. Figure 4 shows existing and proposed site views.

New Backup Generators. The project includes two new Tier 2 750kw emergency diesel generators with diesel particulate filters (DPF) to be installed in the northeast corner of the site to the north of existing Building C. The project will replace this section of wall with a 6-foot high masonry wall. The existing masonry wall to the east of the proposed generators adjacent to the existing residential uses to the east will improved with and 8-foot masonry screening wall. A portion of the mechanical HVAC ducting located behind Building C will be removed to accommodate the two new Tier 2 generators.

Landscaping, Perimeter Walls Screening. The site area gained by the demolition of Buildings A and B will be converted to landscaped parking area and circulation islands with storm water containment areas. Existing perimeter site screening walls are proposed to be left in place and extended along the property line adjacent to the new parking and landscaped storm water containment areas. Ten trees are proposed for removal, including 1 Queen Palm, 7 Carrotwood trees, and 2 Canary Island Palms. The Queen Palm will be removed to accommodate the new Building C elevator. The other trees are located in the parking lot area and will be removed to accommodate the new storm water treatment basin and proposed new parking, medians, and planters.

Additional landscaping is proposed in the new parking islands, stormwater, containment areas, and along new and existing site perimeter screen walls and security fencing. Planting materials will be specified to meet water usage requirements.

Application Information

The application for the Development Plan Revision (18-093-DPRV, DRB) was filed on July 31, 2018 and deemed complete on December 13, 2018. The City's Design Review Board conceptually reviewed the project on November 13, 2018, January 22, 2019, and March 12, 2019.

Grading, Drainage, and Stormwater. The application includes surface grading for the building pads, pavement and other surface improvement removals, utility trenching, new building pad construction for the Critical Facilities building, new pavement section installation for the revised parking lot layout, improvements for stormwater features and utility trenching, and revised landscaped areas. New project improvements will result in 70,242 square feet of onsite impervious surfaces, a reduction of 5,268 square feet from current conditions. Proposed drainage will utilize the existing onsite storm drainage patterns and a new concrete drainage swale will be added that ties into the existing site drainage system. Landscaping will be increased by 7,970 S.F. providing a total of 14,960 S.F. No washing of fleet vehicles is proposed to occur on site.

7. BACKGROUND INFORMATION

Existing Entitlements
On August 25,1982, the County of Santa Barbara Board of Supervisors approved the Goleta Service Center Project Development Plan (81-MP-9) for construction of three buildings totaling 30,450 square feet on the 2.43-acre property, including:

- Building A -- 3,360 square foot one-story office building;
- Building B -- 4,124 square foot one-story warehouse building;
- Building C -- 27,310 square foot two-story office building; and

- A fenced storage yard -- 19,658 square feet.

At the time of approval, Building C Headquarters was approved as a single-story structure and the project included an additional Building D (12,500 square feet) along the east property boundary. The square footage from Building D was transferred into a redesigned two-story Building C Headquarters for office, repair, and storage uses. The zoning for the site at the time of approval was (M-1-D) Light Industrial with a Design overlay.

At the time 81-MP-9 was approved by the County, the rear setback requirement was 10 feet. The current M-1 District setback is 50 feet when abutting residentially zoned property. Building C Headquarters was built consistent with the approved MP and is legal nonconforming as to rear setback.

8. APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

Central Coast Regional Water Board
Santa Barbara County Fire Department
Goleta Water District
Goleta Sanitary District

9. SITE INFORMATION

Table 3-Site Information	
Existing General Plan Land Use Designation	General Commercial (C-G) and General Industry (I-G)
Zoning Ordinance, Zone District	Light Industrial (M-1)
Site Size	2.43-acres
Present Use and Development	Building A: Office; 3,360 SF Building B: Warehouse; 4,124 SF Building C: Office/Telecommunications, 27,310 SF Total Building Area: 34,794 SF
Surrounding Uses/Zoning	North: Railroad and U.S. Highway 101 South: Residential – Single Family and Commercial East: Residential - Single Family West: Commercial/Industrial
Access	Existing: S. Fairview Avenue Proposed: Unchanged

Table 3-Site Information	
Utilities and Public Services	Water Supply: Goleta Water District Sewage: Goleta Sanitation District Power: Southern California Edison Natural Gas: Southern California Gas Cable: Cox Cable Telephone: Verizon Fire: Santa Barbara County Fire Department School Districts: Goleta Union Elementary and Santa Barbara High School District

10. ENVIRONMENTAL SETTING

The environmental setting of the project site is urban.
The project site is located at 22 South Fairview Avenue, north of Hollister Avenue and south of the Union Pacific Railroad (UPRR) and U.S. Highway 101 Rights-Of-Way (ROW). The project is located on the existing Cox Communications Headquarters property adjacent to Old Town Goleta in the urbanized core of the community. The project site is 2.43 acres in size on two Assessor Parcel Numbers (APN) 71-021-01 and 71-021-44. To the north of the site is the UPRR and U.S. Highway 101 (ROW). Residential and commercial uses are located to the south of the site. Across South Fairview Avenue to the west are commercial uses, and residential uses are located to the east. Access to the Project site is to the site is from the cul-de-sac at north terminus of South Fairview Avenue.

11. CALIFORNIA NATIVE AMERICAN TRIBES

The City made a request to the Native American Heritage Commission (NAHC) on December 20, 2018 for the Sacred Lands File related to the project per Public Resources Code section 5097.96 and Native American Contacts list. The City received a response from the NAHC on December 27, 2018 with a Tribal Consultation List. No information regarding the requested Sacred Lands File search was provided in the NAHC response.

On January 3, 2019, the City sent letters inviting consultation to the tribal representatives identified on the list provided by the NAHC as having a traditional and cultural association with the geographic area of the proposed project pursuant to Public Resources Code Section 21080.3.1. The City received a request and held a consultation with Chumash representatives on March 5, 2019 and on April 2, 2019. The applicant, City, and Chumash representatives concluded consultation to the satisfaction of the parties on April 29, 2019.

12. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist and analysis on the following pages.

☐ Aesthetics
☐ Agriculture and Forestry Resources
☐ Air Quality
☒ Biological Resources
☒ Cultural Resources
☐ Energy
☐ Geology/Soils
☐ Greenhouse Gas Emissions
☐ Hazards and Hazardous Materials
☐ Hydrology/Water Quality
☐ Land Use/Planning
☐ Mineral Resources
☐ Noise
☐ Population/Housing
☐ Public Services
☐ Recreation
☐ Transportation
☒ Tribal Cultural Resources
☐ Utilities/Service Systems
☐ Wildfire
☐ Mandatory Findings of Significance

13. DETERMINATION

On the basis of this environmental checklist/initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or negative declaration/mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental impact report or negative declaration/mitigated negative declaration document, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Lisa Prasse, Current Planning Manager Date

14. EVALUATION OF ENVIRONMENTAL IMPACTS:

(a) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

(b) All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

(c) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

(d) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (e) below, may be cross-referenced).

(e) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration pursuant to CEQA Guidelines section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

1) Earlier Analysis Used. Identify and state where they are available for review.

2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

3) Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated", describe the mitigation measures/conditions/revisions which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

(f) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). References to a previously prepared or outside document should, where

appropriate, include a reference to the page or pages where the statement is substantiated.

(g) Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

(h) Lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected. The explanation of each issue should identify:

1) The significance criteria or threshold, if any, used to evaluate each question; and

2) The mitigation measure identified, if any, to reduce the impact to a less than significant level.

15. ENVIRONMENTAL ISSUE AREAS:

A. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorpo-rated**	**Less Than Significant Impact**	**No Impact**	**See Prior Docu-ment**
a. Have a substantial adverse effect on a scenic vista?			X		
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X	
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		

i. Existing Setting

The proposed project site has been completely graded, is generally a flat site, and has been fully developed with existing buildings and ancillary uses/structures (parking areas, landscaping etc.) since the mid-1980s. The site is located adjacent to existing commercial and residential uses in Old Town Goleta. The site is located immediately south of the railway and U.S. Highway 101 and commercial uses north of the freeway. Figure 2 below shows the existing and proposed site views from South Fairview Avenue, the nearest public roadway.

The project is required to comply with the City's *Outdoor Lighting Guidelines, which have* been adopted to achieve a high standard of quality and efficiency in lighting and obtaining "Dark Sky" standards Citywide. The Dark Sky standards are intended to reduce light glare from impacting views of the night sky. The City's *Outdoor Lighting Guidelines* and the *Architectural and Design Standards for Commercial Projects* require Design Review Board review of the proposed lighting to ensure that outdoor lighting used for project.

Figure 3: Existing and Proposed Site Views from South Fairview Avenue

EXISTING SITE & BUILDING VIEWS FROM FAIRVIEW AVE

PROPOSED SITE & BUILDING VIEW FROM FAIRVIEW AVE

Michael Baker
INTERNATIONAL
2929 NORTH CENTRAL AVENUE SUITE 600
PHOENIX, ARIZONA 85012
(602) 279-1234

COX COMMUNICATIONS

COX COMMUNICATIONS
22 SOUTH FAIRVIEW AVE.
GOLETA, CA 93117

NOT FOR CONSTRUCTION

PROFESSIONAL SEAL

REVISIONS

NO.	DESCRIPTION	DATE

DESIGN REVIEW

PROJECT #: 161984 DATE: 03/12/2019

EXTERIOR ELEVATIONS - EXISTING & PROPOSED

AP2.4

ii. Thresholds of Significance

A significant impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist or the *City of Goleta Environmental Thresholds and Guidelines Manual (2003)* aesthetics thresholds of significance (adopted by Resolution 08-40). A discussion of the following thresholds occurs in the Project Specific Impacts analysis below.

Threshold AES-1. Does the project site have significant visual resources by virtue of surface waters, vegetation, elevation, slope or other natural or man-made features which are publicly visible? If so, does the project have the potential to degrade or significantly interfere with the public's enjoyment of the site's existing visual resources?

Threshold AES-2. Does the project have the potential to impact visual resources of the Coastal Zone or other visually important area (i.e., mountainous area, public park, urban fringe, or scenic travel corridor)? If so, does the project have the potential to conflict with the policies set forth in the Local Coastal Plan, the Comprehensive Plan or any applicable community plan to protect the identified views?

Threshold AES-3. Does the project have the potential to create a significantly adverse aesthetic impact through obstruction of public views, incompatibility with surrounding uses, structures, or intensity of development, removal of significant amounts of vegetation, loss of important open space, substantial alteration of natural character, lack of adequate landscaping, or extensive grading visible from public areas?

iii. Project Specific Impacts

Previous Environmental Review

The Goleta Service Center FEIR (82-EIR-5) determined that the project would not have the potential to have a significant impact to aesthetic resources and the issue was dismissed from further consideration in the FEIR. Since the preparation of the FEIR, the City of Goleta incorporated and adopted a General Plan with new aesthetics policies that are applicable to the proposed project. The City's General Plan/Coastal Land Use Plan FEIR analyzed the potential aesthetics impacts associated with buildout of the land uses in the General Plan.

Environmental Checklist and Thresholds Discussion

a, AES-2, AES-3-Views. ***Less than Significant Impact.*** The proposed project will add a new Critical Facility building and demolish two existing buildings on a site that currently developed with commercial buildings that are visible from adjacent public roads and properties as depicted in Figure 2 above. The project is located to the east of and less than ¼ mile from the overpass vantage point that marks the intersection of the designated Fairview Avenue/101 Highway scenic corridors as shown on the City General Plan Scenic Resources Map (Figure 6-1). The overpass vantage point has an elevated view (approximately 20 feet above the grade of the project site) that includes designated scenic corridors and the project site. The scenic resources visible from the vantage point include distance views of prominent landforms to the north, east, and west that encompass sweeping views of the Santa Ynez Mountains and its rural foothills. While the project site

is visible to the southeast of the vantage point; due to the vantage point's elevation, the project's location outside of the direct line of sight of distance views and partial softening of the view by mature trees located along the 101 Highway and Union Pacific Railway (UPRR), the project will not obstruct, block, or intrude into views of prominent landforms from that vantage point. Additionally, the existing two-story building located on the north side of the project site will remain and continue to dominate the views of the project site from the vantage point. The new Critical Facility will be visible to south of the existing building. As discussed below, design review would ensure the project would not create a significantly adverse aesthetic impact by detracting appreciably from the protected public vantage point views. As a result, the project would have a less than significant impact on a designated scenic vista views from the General Plan designated vantage point at the Fairview Avenue/101 Highway overpass, and therefore, no mitigation is necessary.

b, AES-1-Scenic Resources. No Impact. The project would be limited to construction on an already developed site with no historic buildings located within the U.S. Highway 101 rights-of-way located outside of the Coastal Zone and therefore would not have an impact that would result in damage to checklist item b above described scenic resources or affect historic buildings within a designated state scenic highway. The project is in an urbanized area that has no scenic visual resources by virtue of surface waters, vegetation, elevation, slope or other unique natural or man-made features. The project does not include actions to remove significant amounts of vegetation, does not include` actions that would result in the loss of important open space, substantial alteration of natural character, lack of adequate landscaping, or include extensive grading visible from public areas. Therefore, as detailed in Threshold AES-1, the project would not have the potential to degrade or significantly interfere with the public's enjoyment of the site's existing visual resources. No impacts to scenic resources would result from implementation of the project and mitigation is not necessary.

c, AES-3-Visual Character and Compatibility. Less than Significant Impact. The project's new Critical Facility building, revised parking and landscape areas are consistent with the allowed land uses in the urban Light Industrial (M-1) zone district and required to undergo Design Review Board review. Grading for the project would include 978 cubic yards of cut, 489 cubic yards of fill and result in 489 cubic yards of exported material. To ensure the project is compatible with the existing visual character of surrounding uses and structures consistent with Threshold AES-3 and checklist item c, during the DPRV review process and design review, the project will be required to comply with Resolution 03-20: *Architectural and Design Standards for Commercial Projects* and *Section 35-263 Landscape/Screening of Parking Areas* which require approval of a landscaping plan that must provide visual screening of lighting and parking areas from view of adjacent uses. Compliance with the applicable zoning and design standards and Design Review Board review, will ensure the project would add new planting along the public frontage to South Fairview Avenue and replace existing landscaping along the parking and loading areas. The project's architectural design and landscaping plan has undergone conceptual review by the Design Review Board (November 13, 2018, January 22, 2019, and March 12, 2019). Final Design Review Board review (after action on the land use entitlement occurs) will ensure the project (e.g. buildings, landscaping, signs, lighting plans etc.) is consistent with the City's standards and design findings associated with good design. The mandatory design review process ensures that the project would not result in removal of significant amounts of vegetation, affect important open space, or cause substantial alteration of natural character, result in a lack of adequate landscaping, or extensive grading that would be visible from public areas. Therefore, the project would have a less than significant

impact from degradation of the existing visual character and quality of public views of the site and its surrounding, given the current site place and design, and requires no mitigation.

d, AES-3-Lighting and Glare. Less than Significant Impact. The project will not create substantial light glare or result in a light related aesthetic incompatibility impact as discussed by checklist item d, and Threshold AES-3, given the characteristics of the lighting plan (minimal light fixtures, directed downward, etc.). As part of the design review for the project, the applicant is required to submit an outdoor lighting plan, in conjunction with an application for design review of commercial/industrial buildings, that will undergo Design Review Board review to ensure the project complies with the City's exterior lighting dark sky standards, established lighting intensity maximums, and shielding, and light angle requirements detailed in City's *Architectural and Design Standards for Commercial Projects* and *the Outdoor Lighting Guidelines* Section VI. Exterior Lighting.

The outdoor lighting plans must include a site plan with the proposed locations of all proposed lighting fixtures and angles in relation to buildings and landscaping; photometric diagrams and data may also be required. Section VII of the Outdoor Lighting Guidelines regarding Parking Lot Lighting establishes illumination standards for office parks which as applied will ensure minimum illumination of ground surfaces are appropriate and uniform. The purpose is to ensure that lighting hot spots and contrasts are avoided so that visual acuity is maintained. Section VIII of the Outdoor Lighting Guidelines address illumination of signs, their design, and hours that illumination is allowed to occur. Mandatory compliance with city lighting and design standards and completion of design review of the project will ensure the project's new light sources for nighttime illumination of parking areas and/or loading areas, or for security, and the new Critical Facility Building and Building C Headquarters elevator structure materials in the daytime will have a less than significant lighting and glare aesthetic incompatibility impact. With implementation of design review, no further mitigation would be required to address the potential lighting and glare impacts of the project.

iv. Cumulative Impacts

The proposed project would result in an overall reduction in the number of onsite buildings and in an increase in security lighted parking areas in a developed urbanized area. Since construction of the original project, the City of Goleta incorporated and adopted a General Plan with new aesthetics policies that are applicable to the proposed project site. The project is required to comply with the City's *Outdoor Lighting Guidelines* and the *Architectural and Design Standards for Commercial Projects* which require Design Review Board review of the proposed lighting plan and ensures the building lighting and design are compatible with the adjacent community. Therefore, the proposed project would not have a contribution to a significant cumulative aesthetic impact as the project's impact on visual resources would be similar to projected buildout in the City's General Plan Final EIR.

v. Required/Recommended Mitigation Measures

Based on the above analysis, implementation of design review required of all projects of this type in the City, the project would result in no significant aesthetic impacts necessitating additional mitigation measures.

vi. Residual Impact

Since the aesthetic impacts of the project are less than significant with compliance with City's General Plan, Zoning Ordinance, and design standards, the project would not have a residual aesthetic impact.

B. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (CDC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorpo-rated**	**Less Than Significant Impact**	**No Impact**	**See Prior Doc-ument**
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?				X	
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X	
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X	
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?				X	

i. Existing Setting

The project site is located in an incorporated urban area that is surrounded with urban style development and a transportation corridor. The site is wholly surrounded by land developed with residential and commercial land uses.

ii. Thresholds of Significance

A significant impact to Agriculture and Forest Resources would occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, according to the City of Goleta's Environmental Thresholds and Guidelines Manual a project may

pose a significant environmental effect on agricultural resources if it converts prime agricultural land to non-agricultural use or impairs the agricultural productivity of prime agricultural land.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a-e. No Impact. The project is not located on land designated for agricultural or forest use, nor is it adjacent to, nor would it have an effect on these uses or such a use that is under a Williamson Act contract. The project is not is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by CDC and will not convert prime agricultural or forest land to non-agricultural use, nor would it impair the productivity of existing prime agricultural land. Therefore, the project would have no impact to agriculture and forest resources.

iv. Cumulative Impacts

The project is an urban project located on an existing developed site that would not contribute to the regional conversion of Prime Farmland or other valuable agricultural lands to nonagricultural use.

v. Required/Recommended Mitigation Measures

Based on the above analysis, no impacts to agricultural or forest resources would occur that would necessitate mitigation.

vi. Residual Impacts

No project specific, cumulative, or residual impacts to agriculture as identified in the General Plan would result from implementation of this urban land use project.

C. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorpo-rated**	**Less Than Significant Impact**	**No Impact**	**See Prior Docu-ment**
a. Conflict with or obstruct implementation of the applicable air quality plan?			X		
b. Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.			X		
c. Expose sensitive receptors to substantial pollutant concentrations?			X		
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X		

This section incorporates the results of air quality modeling prepared using CalEEMod Version 2016.3.2 for construction and operations. The modeling results are included in this document as Appendix A. This section also incorporates the findings of an air emissions assessment of the proposed onsite emergency generators from the memorandum *Final Refined Health Risk Assessment (HRA) for the Cox Critical Facility Project* (Dudek, February 22, 2018) referenced as Appendix B. Due to the size of the document, the HRA is incorporated by reference herein and is available for review at the City Planning and Development Department located at 130 Cremona Drive, Suite B, Goleta, CA 93117. The documents are also available on the web at https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/ceqa-review.

i. Existing Setting

Meteorological Setting

The project site is located on the coastal plain in the City of Goleta (City). The climate in and around the City of Goleta, as well as most of Southern California, is dominated by the strength and position of the semi-permanent high-pressure center over the Pacific Ocean near Hawaii. It creates cool summers, mild winters, and infrequent rainfall. It drives the cool daytime sea breeze, and it maintains a comfortable humidity range and ample sunshine after the frequent morning clouds dissipate. However, the same atmospheric processes that create the desirable living climate combine to restrict the ability of the atmosphere to disperse the air pollution generated by the population attracted in part by the desirable climate.

Temperatures in the Goleta area average 59 degrees annually. Daily and seasonal oscillations of mean temperature are small because of the moderating effects of the nearby oceanic thermal reservoir. In contrast to the steady temperature regime, rainfall is

highly variable. Measurable precipitation occurs mainly from early November to mid-April, but total amounts are generally small. Goleta averages 18 inches of rain annually with January, on average, as the wettest month.

Based on typical wind patterns, locally generated air pollutant emissions are carried offshore at night, and toward inland Santa Barbara County by day. Dispersion of pollutants is restricted when the wind velocity for nighttime breezes is low. The lack of development in inland Santa Barbara County, however, causes few air quality problems during nocturnal air stagnation. Daytime ventilation is usually much more vigorous. Both summer and winter air quality in the project area is generally very good.

Air Pollutants

The U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) establish health-based ambient air quality standards to identify outdoor pollutant levels that are considered safe for the public - including those individuals most sensitive to the effects of air pollution, such as children and the elderly. U.S. EPA has set National Ambient Air Quality Standards (NAAQS) for six pollutants, including ozone (O_3), nitrogen oxides (NOx), Carbon Monoxide (CO), Sulfur Oxides (SOx) and particulate matter (PM_{10} and $PM_{2.5}$). These are referred to as the "criteria" pollutants. CARB has set California Ambient Air Quality Standards (CAAQS) for the same six pollutants, as well as for four additional pollutants (CARB 2019).

CARB also identifies other air pollutants as toxic air contaminants (TACs) - pollutants that may cause serious, long-term effects, such as cancer, even at low levels. Most air toxics have no known safe levels, and some may accumulate in the body from repeated exposures. CARB has identified about 200 pollutants as air toxics, and measures continue to be adopted to reduce emissions of air toxics. Both criteria pollutants and toxic air contaminants are measured statewide to assess the adequacy of programs for cleaning the air. CARB works with local air pollution control districts to reduce air pollution from all sources (CARB 2019).

Existing Air Quality

The project site is located in the South Central Coast Air Basin (SCCAB). The SCCAB encompasses San Luis Obispo, Santa Barbara, and Ventura Counties. The site is located in Santa Barbara County. The California Air Resources Board (CARB) and the Santa Barbara County Air Pollution Control District (APCD) operates ambient air monitoring stations that measure pollutant concentrations throughout the SCCAB. The nearest monitoring stations to the project site are: the Goleta monitoring station, located at 380 North Fairview Avenue, which monitors ozone (O_3), carbon monoxide (CO) and nitrogen oxides (NO_x); and the Santa Barbara station, located at 700 East Canon Perdido, which measures inhalable particulate matter (PM-10), and fine particulate matter (PM-2.5). Data from the monitoring stations have been published for the last five years. The following conclusions can be drawn from this data:

1. Photochemical smog (ozone) levels infrequently exceed standards. The State 1-hour ozone standard has not been exceeded in seven years, and the State and Federal 8-hour standards were each exceeded once in 2009.

2. CO measurements in Goleta have remained at a low level since 2008. Federal and State CO standards have not been exceeded in the last five years. Maximum 1-hour CO levels at the closest air monitoring station are currently less than 25 percent of the most stringent standard because of continued vehicular improvements. This data suggests that baseline CO levels in the project area are generally healthful and can accommodate a reasonable level of additional traffic emissions before any adverse local air quality effects would be expected.
3. PM-10 levels occasionally exceed the State standard, but the Federal standard is very rarely exceeded. Between 2008 and 2012, the State PM-10 standard was exceeded on less than 4 percent of all days, while the more lenient Federal standard has not been exceeded in the past 5 years.
4. A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). Even with the revision of the national 24-hour PM-2.5 standard from 65 micrograms per cubic meter ($\mu g/m^3$) to 35 $\mu g/m^3$, the frequency of days exceeding the standard is minimal. PM-2.5 measurements have only exceeded Federal standards once in the past 5 years.
5. More localized pollutants such as NO_x, lead, etc. are likely very low near the project site because background levels never exceed allowable levels based on APCD's monitoring of measured pollutants according to federal standards. There is substantial excess dispersive capacity to accommodate localized vehicular air pollutants such as NO_X without any threat of violating the applicable standards.

ii. Regulatory Framework

Ambient Air Quality Standards (AAQS)

Federal and state law regulates Ambient Air Quality Standards (AAQS) and emergency episode criteria for various pollutants. Generally, state regulations have stricter standards than those at the federal level. AAQS are set at concentrations that provide a sufficient margin of safety to protect public health and welfare. Air quality at a given location can be described by the concentration of various pollutants in the atmosphere. The significance of a pollutant concentration is determined by comparing the concentration to an appropriate federal and/or state ambient air quality standard.

Federal standards are established by the US Environmental Protection Agency (EPA) and are termed the National Ambient Air Quality Standards (NAAQS). The State standards are established by the California Air Resources Board (CARB) and are called the California Ambient Air Quality Standards (CAAQS). The region generally has good air quality, as it attains or is considered in maintenance status for most ambient air quality standards. The APCD is required to monitor air pollutant levels to assure that Federal and State air quality standards are being met.

Air Quality Planning

State and federal laws require jurisdictions that do not meet clean air standards to develop plans and programs that will bring those areas into compliance. These plans typically contain emission reduction measures and attainment schedules to meet specified

deadlines. If and when attainment is reached, the attainment plan becomes a "maintenance plan."

In 2001, the CARB developed a regularly updated attainment plan that was designed to meet both federal and state planning requirements. The federal attainment plan was combined with those from other statewide non-attainment areas to become the State Implementation Plan (SIP). The 2001 Clean Air Plan (CAP) was adopted as the County portion of the SIP, designed to meet and maintain clean air standards. The 2016 Ozone Plan (2016 Plan) was developed in 2016. The 2016 Plan is the eighth triennial update to the initial state Air Quality Attainment Plan that was originally adopted by the District Board in 1991 (other updates were done in 1994, 1998, 2001, 2004, 2007, 2010, and 2013). Based on the region's nonattainment status for ozone, each of the Santa Barbara County plan updates have included an "every feasible measure" strategy to ensure continued progress toward attainment of the state ozone standards. The 2016 Plan addresses the state ozone standard only and does not address the federal ozone standard. The 2001 Plan serves as the maintenance plan for the federal ozone standard. (SBAPCD 2017).

When the 2016 Plan was adopted, the District was still designated as a nonattainment area for the state ozone standard. However, the District was aware that this designation might soon change to be nonattainment-transitional. The Board adoption included a commitment to review the 2016 Ozone Plan if the District's designation were to change to nonattainment-transitional and determine whether the control measures scheduled for adoption or implementation within the next three years are needed (SBAPCD 2017).
A region is designated Nonattainment-transitional when the ozone standard has not been exceeded more than three times at any one location during the last year. The change to a nonattainment-transitional designation means that, prior to implementing new control measures, the District must review the plan and determine whether the stationary source control measures scheduled for adoption or implementation within the next three years are needed to accomplish expeditious attainment of the state ozone standard. The District may modify the control measure schedule if it determines that modifications will not slow progress toward achieving or maintaining the state ozone standard. Available data at the SBCAPCD website, shows that the ozone standards have not been exceeded thus far in 2019 at the Goleta monitoring station (SBAPCD 2019).

Santa Barbara County is designated as a federal ozone attainment area for the 8-hour ozone National Ambient Air Quality Standard (the 1-hour federal standard was revoked for Santa Barbara County). The County is also considered in attainment for the state one-hour standard for ozone. "Attainment" means those areas of the country where air pollution levels are persistently below the national ambient air quality standards. Santa Barbara County's designation for ozone under the California Clean Air Act recently changed from nonattainment to nonattainment-transitional. As a result, the District is required to examine the stationary source control measures in the 2016 Ozone Plan and determine whether changes in the control measure implementation schedule are necessary. The County continues to violate the state standard for PM-10, therefore Santa Barbara County is in non-attainment area for the State standards for PM-10.

The County is in attainment for the federal PM-2.5 standard and is designated "unclassified" for the State PM-2.5 standard and is designated "attainment" or "unclassified" for other state standards and for all federal clean air standards. "Unclassified" means that there is currently no quantifiable data to measure ambient air quality standards in that area. Those jurisdictions that are designated both as "attainment"

or "unclassified" are considered to be in attainment of ambient air quality standards even though there is currently no quantifiable data to measure its specific ambient air quality levels.

iii. Thresholds of Significance—Criteria Pollutants

A significant air quality impact could occur if the proposed project resulted in any of the impacts noted in the above checklist.

In addition, pursuant to the City's *Environmental Thresholds and Guidelines Manual*, a significant adverse air quality impact may occur when a project, individually or cumulatively, triggers any of the following:

Threshold AQ-1. Interfere with progress toward the attainment of the ozone standard by releasing emissions which equal or exceed the established long-term quantitative thresholds for NOx (nitrogen oxides) and ROC (reactive organic compounds; same as reactive organic gases [ROG]). Thresholds are 25 pounds/day of either NOx or ROG.

Threshold AQ-2. Equals or exceeds the state or federal ambient air quality standards for any criteria pollutant (as determined by modeling).

Threshold AQ-3. Results in toxic or hazardous pollutants in amounts which may increase cancer risks for the affected population.

Threshold AQ-4. Causes an odor nuisance problem impacting a considerable number of people.

Cumulative air quality impacts and consistency with the policies and measures in the City's General Plan and the Air Quality Attainment Plan (AQAP) should be determined for all projects (i.e., whether the project exceeds the AQAP standards).

The following significance thresholds have been established by the APCD (*Scope and Content of Air Quality Sections in Environmental Documents*, SPCAPCD, 2011). While the City of Goleta has not yet adopted any new threshold criteria, these APCD thresholds are considered appropriate for use as a guideline for the impact analysis.

APCD Operational Impacts Thresholds

Based on APCD Thresholds, a project would result in a significant impact, either individually or cumulatively, if it would:

a) Emit 240 pounds per day or more of ROG and NO_X from all sources;
b) Emit 25 pounds per day or more of unmitigated ROG from any motor vehicle trips only;
c) Emit 25 pounds per day or more of unmitigated NO_X from any motor vehicle trips only;
d) Emit 80 pounds per day or more of PM-10;
e) Cause or contribute to a violation of any California or National Ambient Air Quality standard (except ozone);
f) Exceed the APCD health risk public notification thresholds adopted by the APCD Board (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than 1.0 for non-cancer risk); or

g) Be inconsistent with Federal or State air quality plans for Santa Barbara County.

The cumulative contribution of project emissions to regional levels should be compared with existing programs and plans, including the most recent Clean Air Plan (SBCAPCD 2013).

h) Due to the County's non-attainment status for ozone and the regional nature of ozone as a pollutant, if a project's emissions from traffic sources of either of the ozone precursors (NO_X or ROG), exceed the operational thresholds, then the project's cumulative impacts are considered significant.

i) For projects that do not have significant ozone precursor emissions or localized pollutant impacts, if emissions have been taken into account in the 2016 Ozone Plan growth projections, regional cumulative impacts may be considered to be less than significant.

APCD Construction Impacts Thresholds

Quantitative thresholds of significance are not currently in place for short-term emissions. However, CEQA requires that the short-term impacts such as exhaust emissions from construction equipment and fugitive dust generation during grading must be analyzed. The APCD recommends that construction-related NO_X, ROG, PM-10, and PM-2.5 emissions, from diesel and gasoline powered equipment, paving, and other activities, be quantified.

j) APCD uses 25 tons per year for NO_X and ROG as a guideline for determining the significance of construction impacts.

Under APCD Rule 202 D.16, (APCD, Rule 202, 2012), if the combined emissions from all construction equipment used to construct a stationary source which requires an Authority to Construct permit, have the potential to exceed 25 tons of any pollutant, except carbon monoxide, in a 12-month period, the permittee shall provide offsets under the provisions of Rule 804 (APCD, Rule 804, 2012) and shall demonstrate that no ambient air quality standard will be violated.

iv. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less than Significant. The criteria pollutant emission projections used to develop the SBCAPCD 2016 Ozone Plan are based on population, vehicle trends, and planned land use. As such, projects that propose development that is consistent with the growth anticipated by the City's General Plan would be consistent with the Clean Air 2016 Ozone Plan. The proposed project transfers existing office and warehouse uses from the existing buildings A and B (which will be demolished) into the existing Building C Headquarters and telecommunications use from Building C Headquarters to the new Critical Facility. Modernization of the facilities and the addition of one staff member will nominally increase employment intensity on-site as part of the project. Overall, the project would result in a net reduction in building area on-site by 795 SF. Therefore, consistent with checklist item a, direct and indirect impacts associated with the project are accounted for in the 2016 Ozone Plan emissions growth assumptions. As such, the project can be found consistent with the 2016 Ozone Plan and the 2001 Plan; and impacts would be less than significant.

Criteria Pollutants and Other Emissions

b, c, d, AQ-1, AQ-2, AQ-3. Less than Significant. Construction of the proposed project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, dust emissions, and combustion pollutants from on-site construction equipment. Pollutant emissions associated with construction activity were quantified using CalEEMod (Version 2016.3.2). Implementation of the project would generate construction-related air pollutant emissions from three general categories: entrained dust, equipment and vehicle exhaust emissions, and architectural coatings. Exhaust from internal combustion engines used by construction equipment and hauling trucks would result in temporary emissions of ROC, NOx, CO, PM10, and PM2.5. Table AQ-1, below, shows the estimated maximum unmitigated daily short-term construction emissions associated with the project.

Table AQ-1
Total Short-Term Construction Unmitigated Emissions
Fugitive and Exhaust Sources
(tons/year)

	ROG	*NO_X*	*CO*	*SO_2*	*PM_{10}*	*$PM_{2.5}$*
Construction Emissions	**0.6580**	**1.815**	**1.5957**	**9.8000e-004**	**0.1340**	**0.0994**
Thresholds	25 tons/year	25 tons/year	none	25 tons/year	25 tons/year	25 tons/year
Potential Impact?	No	No	No	No	No	No

Source: CalEEMod v. 2016.3.2 model

Emissions calculations were based on default CalEEMod V. 2016.3.2 assumptions for the types and quantities of construction equipment for a typical project less than 3 acres in size. As previously mentioned, although the SBCAPCD does not currently have quantitative thresholds of significance in place for short-term or construction emissions, it uses 25 tons per year for ROC or NOx as a guideline for determining the significance of construction impacts. In addition, the project site is developed and does not involve a significant amount of grading shown in Table AQ-1. The construction emissions do not exceed the guidance thresholds of 25 tons/year for ROG, NOx, CO, SO_2, PM_{10}, and $PM_{2.5}$. Therefore, pursuant to checklist item b and Thresholds AQ-1, AQ-2, and AQ-3, the project would not contribute cumulatively considerable emissions of any criteria pollutants for which the project region is in non-attainment under an adopted air quality standard.

Sensitive Receptors

The project's two new Tier 2 emergency generators will replace three existing smaller emergency generators that are currently installed directly north of Building C Headquarters. The purpose of the emergency generators is to provide the telecommunications equipment with power in tandem with the batteries during power outages. Once the new Critical Telecommunications Facility is operational, two of the existing generators will be removed from the site. The remaining emergency generator (existing) will continue to support the operation of Building C Headquarters. Temporary

mobile generators may need to be used as an interim measure when the new generators are being installed and the existing generators are moved to their new location.

The proposed two new Tier 2 emergency generators are CAT Model C18 diesel standby generators set rated 750kw with fan, 60 Hz 938 kVA at 1,800 RPM. Including the Diesel Particulate Filter (DPF) for emissions control and enclosure, each of the two new Tier 2 generators will measure 27 feet long by 10 feet wide by 15 feet tall (the physical height of the Tier 2 emergency generators is 11 feet and the DPF adds 4 feet). The two new Tier 2 generators will be installed in the existing screened utility yard behind Building C Headquarters and approximately 10-feet from the property line between the project site and the nearest of the adjacent developed and occupied residential zoned properties. The residence itself is located approximately 15 feet from the property line and 25 feet from the nearest generator enclosure.

Health Risk Assessment

In support of the proposed project, a health risk assessment (HRA) modeling analysis was prepared to estimate the potential for health risk impacts on nearby sensitive receptors (e.g., residences, schools, hospitals) from exposure to potentially hazardous toxic air contaminant (TAC) emissions emitted during regular use of the project's emergency generators (Dudek, February 22, 2019). The HRA is incorporated by reference herein and is available for review at the Planning and Environmental Review Department located at 130 Cremona Drive, Suite B, Goleta, CA 93117, and posted on the web page: https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/ceqa-review. The HRA analysis uses air dispersion modeling methodology to evaluate potential public health risks associated with the proposed project. Results of the modeling analysis are compared with the most recent significance thresholds established by the Santa Barbara County Air Pollution Control District (SBCAPCD).

As detailed in the HRA, the American Meteorological Society/Environmental Protection Agency Regulatory Model. (AERMOD) and Hotspots Analysis and Reporting Program 2 (HARP2) modeling found that regular use of the two new and one existing project generators would result in TAC emissions from operation of the emergency generators. The HRA modeled emissions from the generators assuming 2 hours of use at a time and up to 50 hours a year operation for regular maintenance. The model outputs are included in the HRA on file at the City. Based on the model analysis, the nearby sensitive receptors would not be exposed to TACs at levels above significance thresholds established by SBCAPCD. The results determined in this analysis reflect reasonable estimates of source emissions and exhaust characteristics, available meteorological data near the project site, and the use of currently approved air quality models. Given the limits of available tools for such an analysis, the actual impacts may vary from the estimates in this assessment. However, the combined use of the AERMOD dispersion model and the health impact calculations required by OEHHA and SBCAPCD tend to over-predict impacts such that they produce conservative (i.e., health-protective) results. Accordingly, the health impacts are not expected to be higher than those estimated in this assessment. As such, the proposed project generators operation assuming SBAPCD required bi-monthly testing, including 2 hours of use at a time, and up to 50 hours a year operation for regular maintenance, and would not result in significant impacts to sensitive receptors due to TAC emissions.

Lastly, consistent with checklist item c and Threshold AQ-3 above, the Santa Barbara County Air Pollution Control District (SBCAPCD) peer reviewed the HRA and found that it was conducted in accordance with the SBCAPCD Modeling Guidelines for Health Risk Assessments (Form 15i). Once the SBCAPCD receives the permit application for this project, they will determine if the proposed equipment matches the HRA modeling (SBCAPCD, February 19, 2019).

Hydrogen Emissions and Sensitive Receptors

As detailed in the project description, the new Critical Facility will house 16 strings of Valve-Regulated-Lead-Acid (VRLA) batteries to support the rows of equipment cabinets containing servers, receivers, and other electronic equipment essential for the fiber optics operation. The battery strings are contained with a fire-separated Power Room within the Critical Facility. The Power Room is designed to vent hydrogen gas that could be emitted by the VRLA in the result of failure. The SBCAPCD reviewed the VRLA batteries and determined that the hydrogen gas that would be vented by the lead-acid batteries is hydrogen gas, which by itself is non-toxic odorless gas, and not a hydrogen compound which could be harmful to sensitive receptors, SBCAPCD does not have concerns with the venting of the gas from Cox Communications. However, the venting will be required by the City standard conditions of approval to follow all procedures recommended by the City of Goleta, fire department, and any other oversight agencies (Pers. Comm, email from Desmond S. Ho to Bret McNulty 2/6/2019). The project will enclose the VRLA batteries in a fire safe and ventilated Power Room that would be required to meet the Santa Barbara County Fire Department and City and State building codes. Therefore, consistent with checklist items c, d, and City Threshold AQ-4 above, since the project is subject to local and state building codes for safe construction, the project's potential hydrogen emissions from VRLA batteries would have a less than significant impact from odors or pollutants to sensitive receptors at adjacent residences and nearby schools.

The operational mobile, area, and energy source emissions for the project were calculated using the CalEEMod computer model (version 2016.3.2) and results are provided in Appendix A. The model was used to calculate unmitigated area emissions from the operation vehicle trips of the Headquarters Upgrade and new Critical Facility uses and the resulting vehicular operational emissions for the monthly trips to/from the site. The model assumes that operation of the new Critical Facility would begin in 2020. The results are shown below in Table AQ-2.

Table AQ-2 Project Operations – Unmitigated Mobile and Area Source Emissions						
	Emissions (lbs./day)					
Year 2020	**ROG**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	0.1793	1.0000e-005	9.6000e-004	0.0000	0.0000	0.0000
Mobile Sources	0.0677	0.2785	0.7991	2.2000e-003	0.1953	0.0540
Energy Sources	1.4300e-003	0.0130	0.0109	8.000e-005	9.9000e-004	9.9000e-004
Total	**0.3407**	**0.7043**	**1.0463**	**2.7200e-003**	**0.2099**	**0.0686**
SBCAPCD Threshold	25/55 [a]	25/55 [a]	N/A	N/A	80	N/A
Exceed Threshold?	No	No	N/A	N/A	No	N/A
Totals may vary due to rounding. *Source:* CalEEMod v.2016.2.3 Model						

The operational emissions CalEEMod v.2016.2.3 Model essentially updates the baseline for the existing uses at the project site with a reduced (-795 SF) cumulative building footprint that would result with the project. The continued operations on the project site with a reduced footprint and one additional employee would not appreciably add to baseline air quality emissions of criteria pollutants that would exceed SBCAPCD operational thresholds of significance and City Threshold AQ-2. The project, therefore, would have a less than significant impact due to the project operational mobile and area source emissions.

v. Cumulative Impacts

The significance thresholds used for air quality analysis on a project level (25 lbs. per day of NOx or ROG from transportation sources only are also intended to address cumulative air quality impacts. The project's operational emissions as outlined in Table AQ-2 would not exceed these thresholds; therefore, the project's contribution to cumulative air quality impacts are considered less than significant.

A project's consistency with the 2016 Ozone Plan, SBCAPCD's plan to achieve attainment status of the ozone standard, is based on consistency with regional and City growth forecasts. The SBCAPCD 2016 Ozone Plan was adopted by the SBCAPCD Board on October 20, 2016. This plan is the eighth update to the District's 1991 Air Quality Attainment Plan and addresses the California Clean Air Act requirements to plan for attainment and maintenance of the state 1-hour and 8-hour ozone air quality standards. The 2016 Ozone CAP uses the year 2012 data to establish an emissions inventory. This 2012 inventory is then projected into the future, which will estimate the future inventories in Santa Barbara County based on County growth data and currently adopted local, state, and federal rules that are planned for implementation. The District has chosen future years 2025 and 2035 for this 2016 Plan. The future inventories in Santa Barbara County are based on County growth data and currently adopted local, state, and federal rules that are planned for implementation. The District has chosen future years 2025 and 2035 for this

2016 Plan. The 2012 inventory incorporates the Santa Barbara's County Association of Government Regional Growth Forecast 2010-2014 (adopted December 2012), to project population growth. This forecast is based on land use and projected development anticipated by general plans, including the City General Plan.

Although the project would result in a less than significant change due to the number of post-project trips generated at the site, and thus associated air emissions, the assessment of consistency is based on whether the project would result in an increase beyond that anticipated by the General Plan. Continued use of the site with a mix of office, telecommunications, fleet operations, and warehouse uses are consistent with the approved (81-MP-9) and is consistent with the 2006 City General Plan's General Commercial and General Industry designations for the site.

Additionally, the assessment of consistency is based on whether the project would result in an increase in total population that would exceed the forecast population. The project, does not propose a change of use at the site, and its projected addition of one employee to the existing 73 persons employed at the site would not result in an increase in the City's residential population that will exceed the forecasts used in the 2016 Ozone Plan Therefore, the project is accounted for in the 2016 Ozone Plan growth projections and would not result in an inconsistency with the current CAP or General Plan. The project's contribution to regional cumulative air quality impacts is therefore considered less than significant.

vi. Mitigation Measures / Residual Impact

No impacts are identified. Therefore, mitigation is not necessary and residual air quality impacts would not result from implementation of the project.

D. BIOLOGICAL RESOURCES

Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**See Prior Document**
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X			
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X			
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X		
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X			
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X		
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X		

i. Existing Setting

The proposed project site is a fully developed urban location with existing office, telecommunications, warehouse, paved parking, and landscaping. The project is surrounded on all sides by development except to the immediate north along the UPRR and US 101 Rights of Way (ROWs). Within the UPRR and US 101 ROWs corridor, clusters of native and non-native tress and landscaping (a mix of ruderal grasses and

shrubs) are present. California Department of Transportation (Caltrans) and UPRR periodically remove vegetation in these areas. The project does not include a proposal to conduct offsite vegetation removal or ground disturbance.

ii. Thresholds of Significance

A significant impact on Biological Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist or exceeds the City of Goleta's Environmental Thresholds and Guidelines Manual biological resources threshold BIO-1 below of significance.

Threshold BIO-1 *Types of Impacts to Biological Resources*

Disturbances to habitats or species may be significant, based on substantial evidence in the record, if they substantially impact significant resources in the following ways:

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

Threshold BIO-2 *Less Than Significant Impacts*

The *Environmental Thresholds and Guidelines Manual* provides examples of areas in the City of Goleta where impacts to habitat are presumed to be less than significant, including:

1. Small acreages of non-native grassland if wildlife values are low.
2. Individuals or stands of non-native trees if not used by important animal species such as raptors or monarch butterflies.
3. Areas of historical disturbance such as intensive agriculture.
4. Small pockets of habitats already significantly fragmented or isolated, and disturbed or degraded.
5. Areas of primarily ruderal species resulting from pre-existing man-made disturbance.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b, d. Less than Significant with Mitigation Measure Incorporated. The proposed project site has had its current use since 1984 and has been developed for many years including a dance hall in 1930 and being part of a lumber yard in 1956 (Nye, March 5, 2019). As such, the project would be limited to redevelopment of an existing urban site with no terrestrial or riparian habitat, or protected wetlands onsite supportive of sensitive or special status species. The project site is not located within or adjacent to Environmentally Sensitive Habitat Areas (ESHA,) as mapped on General Plan Figure 3.4-2 Special Status Species and Environmentally Sensitive Habitat Areas, or other sensitive

natural communities identified in the plans, policies, or regulations by state or federal agencies.

The project removes eight (8) existing non-native ornamental trees. Trees species to be removed are identified in Table BIO-1 below. The ten (10) trees will be replaced with 14 trees: three (3) California Sycamores and 11 Tipuana Tipu trees.

Table BIO-1
Project Site
Non-Native Trees to Be Removed

Type	Number	Height
Queen Palm	1	20'+/-
Carrotwood	7	10' -20'+/-
Canary Island Pines	2	20' - 30' +/-

As indicated, the trees to be removed are not native trees and therefore not a designated protected tree as outlined by General Plan Policy CE 9.1.

The project is located in an area with existing high levels of traffic, noise, and vibrations from the U.S. 101 and UPRR corridors and adjacent urban uses. Construction related impacts, although temporary, may include increased traffic, noise, vibrations, and other short-term impacts. While no raptor nests have yet been observed or reported onsite, the potential exists for hawks and migratory birds to use the existing non-native trees onsite and the offsite trees located within 300 feet of the project site along the adjacent UPRR and U.S 101. All raptors (including hawks) and their nests are specifically protected under California Department of Fish and Wildlife Code, and all migratory birds and their nests are protected by the Federal Migratory Bird Treaty Act, which require the preservation of hawk nests during active nesting (Fish and Game Code, § 1 et seq.; 16 Unites States Code, § 703 et seq.). The construction of the project has the potential to temporarily impact nesting birds if active nests are present within 300-feet of the site during construction.

Pursuant to the regulatory protections given to raptors/migratory bird species discussed in checklist items a, b, and d, and given the height of the on-site trees on site, it is possible these trees provide raptor/migratory bird nesting habit. Therefore, in an abundance of caution, to avoid the potential impacts resulting from construction of the proposed project Mitigation Measure BIO 1 was proposed and agreed to by the applicant. Implementation of Mitigation Measure BIO-1 nesting season survey and construction protections will be verified by the City through a Mitigation Monitoring and Reporting Program (MMRP). Therefore, with the implementation of Mitigation Measure BIO 1 and the MMRP, the City has a mechanism to verify that any unlikely but potentially significant impacts to migrating and nesting birds would be reduced to less than significant.

c, e, f, BIO-1, BIO-2. Less than Significant. The project site is completely developed and paved and does not contain jurisdictional wetlands or streams. There are no existing natural drainage features on the project site. However, the project will maintain the overall existing drainage patterns in the area by draining from east to west. According to the Goleta Cox Critical Facility – Preliminary Drainage Report (Michael Baker International, November 16, 2018 on file with the City of Goleta and incorporated by reference herein), the ground surface in this area generally slopes from east to west. There are no existing

drainage facilities within/adjacent to the project site. The 100-year overland drainage escape route will run through the project from east to west along the gutter within the parking lot and discharge via the driveway or parkway culvert. The project would include construction on a developed and paved site with no natural water drainages or wetlands. As such, and consistent with the checklist items c, and e, the project would not result in the filling, removal, or hydrologic interruption of any protected wetlands or waters that would necessitate federal or state permits related to work in waters or streambeds. To address potential water pollution control due to unwanted pollutants from discharging from the site during rain events, one bioretention area located adjacent to Fairview Avenue is proposed. Based on the project's water pollution control measure, consistent with City Thresholds BIO-1 and BIO-2, the project's impacts on state and federal jurisdictional waters and therefore fish and wildlife species and their habitat would be less than significant.

The project site is developed and located adjacent to a transportation corridor and existing urban development, and enclosed by a perimeter wall, fence and gated driveway. Therefore, the site does not contain features that would be conducive for use as a wildlife movement corridor or travel route. Therefore, construction activities or ongoing operations on the site would not result in significant impacts related to wildlife movement or habitat connectivity. The project site does not contain habitat elements protected under City of Goleta's GP/CLUP Conservation Element plans and policies and would not conflict with local policies protecting biological resources. The project site is not within the coverage area of any approved federal, state, or local Habitat Conservation Plan or Natural Community Conservation Plan as described in checklist item f. Therefore, implementation of the proposed project would not result in any impacts related to consistency with these types of plans.

iv. Cumulative Impacts

The project's potential impacts to potential raptor or migratory bird nesting sites during construction would be mitigated to less than significant levels with implementation of Mitigation Measure BIO-1 below. Because construction would pose only a short-term impact to potential raptor nesting sites during the limited 9-12-month construction period, the project contributions to cumulative impacts would not be significant. No component of the project would result in causing an adverse but less than significant impact to biological resources that would be cumulatively considerable during project operation when considering its contribution to buildout in the City urban areas consistent with the General Plan. Therefore, the project's contributions to cumulative impacts to biological resources would not be considerable or significant.

v. Required Mitigation Measures

Mitigation Measure-BIO-1: Nesting Birds. At the permittee's expense, the permittee must retain a City-approved biologist to conduct a survey to determine if nesting birds exist on the project site. The survey must be conducted prior to commencement of any demolition, grading, and/or construction activities. The survey must establish the breeding and roosting status of any nesting birds found throughout the subject property and adjacent trees and designate a 300-foot buffer from any nest if found. The survey must include recommendations to minimize impacts to nesting birds during construction, including but not limited to, imposing setbacks, installing fence protection, and restricting the construction schedule. The survey must take into account expected increases and decreases in nesting birds over the construction period and must include a map showing

known roosting and nesting sites. Construction within the 300-foot buffer must be avoided during the bird nesting season (e.g., February 1st through August 31st). In addition, construction must not occur until the City-approved biologist has notified the City that all young birds have successfully fledged, and the nests are no longer active.

Plan Requirements and Timing: The 300-foot buffer(s) must be shown on all final grading, drainage, and construction plans where applicable. The survey must be conducted no more than 14 days prior to commencement of any demolition, grading, and/or construction activities. Survey conclusions must be reviewed and approved by the Planning and Environmental Review Director, or designee, prior to the issuance of Grading/Building permits.

Monitoring: The Planning and Environmental Review Director, or designee, will review any biological reports in consultation with any resource/trustee agency as needed, as well as conduct periodic site inspections to verify compliance with survey recommendations in the field.

vi. Residual Impacts

With implementation of Mitigation Measure BIO-1, as detailed above, residual project impacts on biological resources during construction would be less than significant because construction would not occur within 300-feet of nesting birds. Once construction is complete, no significant contribution to cumulative biological resource impacts will occur with the ongoing day-to-day operations of the project, including office, fleet operations, warehousing, and telecommunications uses onsite.

E. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?			X		
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X			
c. Disturb any human remains, including those interred outside of dedicated cemeteries?		X			

This section incorporates the analysis, findings, and recommendations in *the Phase I Archaeological Investigation 22 South Fairview Avenue, APN 071-021-044, Goleta, California* (Dudek, June 2018). The document is referenced herein as Appendix C and contains confidential information that is kept on file with the City of Goleta and may be reviewed with prior authorization by the City of Goleta Planning and Environmental Review Department in accordance with applicable law. The historic significance of Buildings A and B to be demolished were assessed in the *Letter Report Historical Assessment: 22 South Fairview, Goleta California (APN 071-021-044),* (Ronald L. Nye, March 5, 2019) which is included herein as Appendix D. Tribal Cultural Resources are also addressed in Section R below.

i. Existing Setting

Ethnographic and Historic Setting
Evidence exists for the presence of humans in the Santa Barbara coastal area for thousands of years. The first European contact to the Santa Barbara coastal region was by Portuguese explores in 1542, followed by the Spanish in 1602. At the time of this first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash Language (GP FEIR). This group later became known as the Barbareno Chumash. The Chumash were hunters and gathers who lived in areas surrounding the much larger prehistoric Goleta Slough. The prevalent Chumash population at the time of Spanish contact, in had at least 10 Chumash villages in the Goleta Area and immediate vicinity (GP FEIR).

Historically, European settlement in the vicinity of the project site was defined by three periods: The Mission Period (AD 1769 to 1830), the Rancho Period (AD 1830 to 1865), and the American Period (AD 1865 to 1915). As provided in the City's General Plan Final EIR (Section 3.5, Cultural Resources), the City is known to contain prehistoric, ethnographic, historical and paleontological resources. The City's General Plan Final EIR (GP FEIR) (Figure 3.5-1, Historic Resources), shows areas containing sensitive historic/cultural resources, identifying 46 historic resource locations.

Project Area Setting
The proposed project site is the existing business center for Cox Communications that was constructed on the site of a former nursery and lumber yard in 1983. As part of that original development the entire project site was graded, including the current project location.

The Project site is located at the eastern periphery of a documented archaeological site, known also as the historic Chumash village of Saspilil (Brown 1967:32). Systematic excavations and construction monitoring associated with past projects have determined that the site extends west beyond the present configuration of San Pedro Creek (Science Applications International Corporation1994), while the eastern boundary has not been precisely identified (see Appendix A for the CA-SBA-60 site record). The project site does not contain any unique geologic features or historic resources identified during preparation of the Phase I or in City General Plan Table 6-1 List of Historic Resources.

ii. Thresholds of Significance
In order for a resource to be a significant historical resource pursuant to CEQA, it must meet one of the four significance criteria listed in CEQA Guidelines Section 15064.5(a)(3)(A-D) and retain physical integrity.

The four significance criteria applied to cultural and historical resources are:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history

A significant impact on cultural resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's Environmental Thresholds and Guidelines Manual. The City's adopted thresholds indicate that a project would result in a significant impact on a cultural resource if it results in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of such a resource would be materially impaired.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less than Significant. The historic significance of Buildings A and B to be demolished were assessed by historian Ronald L. Nye, who found that the buildings would not qualify as a historic resource under the City of Goleta General Plan. These findings are included herein as Appendix D. As the buildings are not historic, the impact will be less than significant.

b, c. Less than Significant with Mitigation. The Phase I Archaeological report concluded that prehistoric and historic-period cultural materials identified east of South

Fairview Avenue, and north of Hollister Avenue, and south of the UPRR occur within previously disturbed or redeposited soils. Due to the absence of any prehistoric or historic resources identified within intact soils during previous surveys, excavations, and monitoring activities, the potential for intact unknown buried prehistoric archaeological resources within the proposed Project area is considered very low.

According to the Dudek Phase 1 Archaeological report, the potential for encountering such cultural resources within the project site is highly unlikely, as soils inspected during previous excavations in the western portion of the Project site (Ford 1982 and Neff 1983) and along the eastern edge of South Fairview Avenue (Denardo 1994) are not associated with a substantial village deposit.

The proposed project ground disturbances would extend to eight feet below surface associated with construction of the improvements on the site including utility trenching. The previous archaeological shovel test pits (STPs) and backhoe trenching (Ford 1982) on the site "yielded mainly historic (non-aboriginal) related material, although some shell was recovered, or virtually no material at all."

The information shared during the Native American consultation is different on this point. There is the potential for Native American artifacts including human remains to be present, based on information shared by the Santa Ynez Band of Chumash Indians and due to the site's proximity to the known village site on the westside of Fairview Avenue. (Consultation with Freddie Romero, Santa Ynez Band of Chumash Indians, March 5, 2019). It is possible that unknown isolated artifacts including human remains could be encountered during construction. Human remains are addressed by Public Resources Code 5097.98, require special treatment, and are of particular importance to local Chumash representatives. While the potential is low, Mitigation Measures CUL-1 through CUL-3 regarding monitoring during ground disturbance and the treatment of human remains are proposed below out of caution and respect for the local Chumash people. The potential impact on cultural resources would be considered less than significant with the incorporation of these mitigation measures.

iv. Cumulative Impacts

Consistent with General Plan FEIR findings, potential project related contributions to cumulative impacts to yet to be discovered cultural and historical resources impacts in the incorporated City of Goleta are reduced to less than significant by implementation of resource protective construction monitoring and treatment of remains in Mitigation Measures CUL-1 through CUL-3. Additionally, CEQA requires tribal consultation, which ensures that each project is carefully reviewed with input from tribes that may provide information on tribal resources.

v. Mitigation Measures

The following three (3) mitigation measures shall be implemented during construction throughout the entire site to address the unlikely potential for encountering isolated cultural, historical, and human remains during ground disturbance.

Mitigation Measure CUL-1: Construction Monitoring and Construction Monitoring Treatment Plan (CMTP). The Applicant/Permittee, at its sole expense, shall retain a City-qualified archaeologist and local Chumash Native American observer to monitor all ground disturbing construction activities occurring on the entire site. An exception for the eastern

portion of the project site may be allowed as described below. In any event, monitoring must occur during any ground disturbance occurring in the western portion of site.

A Construction Monitoring Treatment Plan (CMTP) shall be developed and implemented to ensure that any new discoveries are adequately recorded, evaluated, and, if significant, mitigated to less than significant. The CTMP shall describe the following:

a) Specifications that all ground disturbances shall be monitored by a City-qualified archaeologist and a Chumash Native American observer. Field notes generated by the local Chumash Native American observer shall be made available upon request to other Chumash tribal community members if requested;
b) Qualifications and organization of monitoring personnel;
c) Procedures for notifying the City and other involved or interested parties in case of a new discovery;
d) Procedures that would be used to record, evaluate, and mitigate new discoveries with minimum of delay; and
e) In the unlikely event that isolated human remains are encountered, consultation with the most likely Native American descendant, pursuant to Public Resources Code Section 5097.97 and 5097.98, would apply. These may include procedures outside of the procedures required by State and City regulations that are requested by the Chumash Most Likely Descendant, such as prayer, ceremony, or blessing.
f) The City-qualified archaeologist and Chumash Native American observer shall have the authority to temporarily halt or redirect construction in the vicinity of any potentially significant discovery to allow for adequate Phase 3 data recovery recordation, evaluation, and mitigation. Evaluation and mitigation could require additional archaeological testing and data recovery at the sole expense of the applicant. Results of the monitoring program shall be documented in a report after completion of all ground disturbing activities.

As an alternative to monitoring the entire site, the Permittee may prepare a supplemental Extended Phase 1 archaeological resources investigation, pursuant to City Cultural Resource Guidelines, that addresses all proposed improvement subsurface excavations occurring on the eastern portion of the project site including:

- Critical Telecommunications Facility Building;
- Emergency Power Generators;
- Utility transformers;
- Fire Hydrant;
- CMU Trash Enclosure;
- Subsurface utilities extending from the generators to the Critical Telecommunications Facility Building and transformers;
- Drainage Gutters;
- Undergrounded utilities (including sewer and water); and
- Paving including parking.

A proposal for completing this Extended Phase 1 archaeological resources investigation using excavations systematically located throughout these proposed impact areas, including proposed soil excavation and screening methods, shall be prepared by a City-qualified archaeologist retained by the applicant and shall be reviewed and approved by the City. The resulting archaeological excavations shall be

monitored by a local Chumash tribal consultant retained by the applicant pursuant to City Cultural Resources Guidelines.

An Extended Phase 1 archaeological resources investigation summary letter report shall be submitted for review and approval by the City within 5 working days of completion of the fieldwork. In the event that no potentially significant prehistoric cultural resources are identified within the proposed improvements within the eastern portion of the project site as defined above, the cultural resource monitoring of these specific ground disturbances by the city-qualified archaeologist and local Chumash tribal observer as defined in CMTP a) will be waived, and monitoring shall only be required for those proposed disturbances in the western portion of the project site (i.e., Demolition of Building A and Building B and associated Loading Area, External improvements to Building C, Construction of a western property perimeter wrought iron fence, emergency vehicular exit gate with Knox box, emergency pedestrian exit gate, and subsurface utilities). If potentially significant resources are identified during the Extended Phase 1 excavation, the provisions of the CMTP c) shall be implemented. The complete Extended Phase 1 archaeological resources investigation report shall be reviewed and approved by the City prior to issuance of grading permits.

Timing: The contract for a supplemental Extended Phase 1 archaeological resources investigation and/or Construction Monitoring Treatment Plan (CMTP) of the entire site during construction, including identification of the City-qualified archaeologist and Chumash Native American observer, shall be submitted to the City for review and approval prior to and as a condition precedent to issuance of any Land Use Permit for the project. The optional supplemental Extended Phase 1 archaeological resources investigation and CMTP shall be written in consultation with the tribal leaders/representatives and approved by the City of Goleta.

Monitoring/Reporting Party(ies): The Planning and Environmental Review Director, or designee, shall verify compliance before issuance of the Land Use Permit and shall periodically perform site inspections to verify compliance with the approved work program.

Mitigation Measure CUL-2: Monitoring. Before initiating any staging areas, vegetation clearing, or grading activity, the Applicant/Permittee and construction crew must meet on-site with City staff, a City-retained archaeologist, and local Chumash consultant(s) and present the procedures to be followed in the unlikely event that cultural artifacts are discovered during ground disturbances on the project site.

A City-approved archaeologist and local Chumash consultant must monitor all ground-disturbing activities on the Project site. The monitor(s) must have the following authority:

1) The archaeological monitor(s) and Chumash consultant(s) must be on-site on a full-time basis during any earthmoving activities, including preparation of the area for capping, grading, trenching, vegetation removal, or other excavation activities, unless modified by the results of the supplemental Extended Phase 1 archaeological resources investigation as defined in Mitigation Measure CUL-1. Construction Monitoring Treatment Plan (CMTP). The monitors will continue their duties until it is determined through consultation with the Applicant/Permittee, City Planning and Environmental Review Director, or designee, archaeological consultant, and Chumash consultant that monitoring

is no longer warranted.

2) The monitor(s) may halt any activities impacting previously unidentified cultural resources and conduct an initial assessment of the resource(s). If cultural resources of potential importance are uncovered during construction, the following must occur per the Goleta General Plan Open Space Policy 8.6.
   a) The grading or excavation shall cease, and the City shall be notified.
   b) A qualified archeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition.
   c) Disposition will be determined by the City in conjunction with the appropriate Chumash consultant.
3) If an artifact is identified as an isolated find, the monitor(s) must recover the artifact(s) with the appropriate locational data and include the item in the overall inventory for the site.
4) If a feature or concentration of artifacts is identified, the monitor must halt activities in the vicinity of the find, notify the Applicant/Permittee and the Planning and Environmental Review Director, and prepare a proposal for the assessment and treatment of the find(s). This treatment may range from additional study to avoidance, depending on the nature of the find(s).
5) The monitor must prepare a comprehensive archaeological technical report documenting the results of the monitoring program and include an inventory of recovered artifacts, features, etc.
6) The monitor must prepare the artifact assemblage for curation with UCSB and include an inventory with the transfer of the collection.
7) The monitor must file an updated archaeological site survey record with the UCSB Central Coastal Information Center.
8) Applicant/monitor must have a signed agreement with UCSB for curation purposes of any and all cultural items discovered during the duration of the project.

Timing: This requirement must be printed on all plans submitted for any land use, building, grading, or demolition permits. The Applicant/Permittee must enter into a contract with a City-approved archaeologist and Applicant/Permittee- selected Chumash consultant and must fund the provision of on-site archaeological/cultural resource monitoring during initial grading and excavation activities before issuance of a Land Use Permit. Plan specifications for the monitoring must be printed on all plans submitted for grading and building permits. The contract should be executed at least two weeks prior to the LUP issuance for grading.

Monitoring/Reporting Party(ies): The Planning and Environmental Review Director, or designee, must conduct periodic field inspections to verify compliance during ground-disturbing activities.

Mitigation Measure CUL-3: Human Remains. Before initiating any staging areas, vegetation clearing, or grading activity, the Applicant/Permittee and construction crew must meet on-site with City staff, a City-retained archaeologist, and local Chumash consultant(s) and present the procedures to be followed in the unlikely event that human remains are uncovered. These procedures must include those identified by Public Resources Code § 5097.98. If the remains are determined to be of Chumash descent, the

County Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Chumash. The MLD will then in consultation with the City-approved archaeologist and appropriate local Chumash consultant(s) determine what course of action should be taken in dealing with the remains to limit future disturbance.

Timing: Before the City issues permits for any ground disturbance, the Applicant/Permittee must provide the City Planning and Environmental Review Director the contact information of the Chumash consultant and the agreed upon procedures to be followed. If remains are found and if the remains are found to be of Chumash origin, the County Coroner will notify the Native American Heritage Commission and the Commission will name the Most Likely Descendant (MLD). The MLD, City- retained archaeologist, Applicant/Permittee, and City Planning and Environmental Review staff will consult as to the disposition of the remains. If the remains are identified as non-Chumash, the County Coroner will take possession of the remains and comply with all state and local requirements in the treatment of the remains.

Monitoring/Reporting Party(ies): The Planning and Environmental Review Director, or designee, must confirm that the County Coroner is notified in the event human remains are found, and that the Native American Heritage Commission is contacted if the remains are of Chumash origin.

F. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X		
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		

i. Existing Setting

Energy is provided by the Southern California Gas Company and by Southern California Edison (SCE). In addition to electrical distribution lines, several SCE substations are located within the city, including the Hollister Avenue and Glen Annie substations. The only electrical generating station in the city is Reliant Energy's "peaking station" on Las Armas between Hollister Avenue and the railroad tracks, which generates electrical power only during emergencies and peak-use periods.

Regulatory Setting

The City's General Plan Conservation Element Implementation Action 5 (CE-IA-5) and 2014 Climate Action Plan Energy Efficiency Action Plan (CAP) identifies measures to effectively meet State of California established greenhouse gas (GHG) reduction targets and energy efficiency goals, as articulated in Assembly Bill 32 (AB 32) and the California Public Utilities Commission's (CPUC) Long-Term Energy Efficiency Strategic Plan and implemented in the California Building Code Titles 20 and 24.

Baseline Project Energy Use

The project site is a fully developed urban location with existing office, telecommunications, fleet operations, warehouse, parking, and landscaping. The project provides telecommunications services to Cox Communications customers in the region. The current uses at the site were developed with approval of (81-MP-9) by the County and prior to incorporation of the City. Baseline energy use at the site was estimated as part of the air quality modeling using CalEEMod Version 2016.3.2 utilizing California Energy Commission (CEC) California End Use Survey Results (CEC, 2016).

ii. Thresholds of Significance

Thresholds of significance for energy use have not been established in the City's Environmental Thresholds and Guidelines Manual. The project would be expected to have a significant impact on energy use if it demonstrably resulted in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation or conflict or obstruct a plan for renewable energy or energy efficiency as discussed in the CEQA Guidelines Appendix G Checklist above.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b. Less than Significant. The energy analysis for this project is based on an analysis of energy use for all project phases and components, including transportation-related energy, during construction and operation as modelled using the CalEEMod V. 2016.3.2. The project is expected to utilize electricity, natural gas, and diesel and gasoline fuels as energy during the primary construction and operational phases. CalEEMod V. 2016.3.2 estimates the baseline, construction, and annual operational energy use of the project's components to assess the air quality and greenhouse gas emissions of the project. The results of the modeling are provided in Appendix A.

The project will result in more efficient energy use of the existing onsite structures in two primary ways. The first, the project will result in an increase in energy efficiency with the removal of Buildings A and B. These buildings were built in 1956 and 1983 respectively prior to adoption of current energy efficient building requirements. Secondly, all of the new construction (Building C Headquarters renovations and the new Critical Facilities building) will be required to incorporate existing energy efficient fixtures and equipment required by the California Building Code.

Therefore, with the elimination of the older less efficient buildings and the construction/renovation proposed, the site will become more energy efficient. The project would also be required to be consistent with the CPUC Long-Term Energy Efficiency Strategic Plan as implemented in the California Building Code (CBC). All project construction components must comply with the CBC prior to issuance of building permits by the City. Therefore, the project will result in a less than significant impact.

iv. Cumulative Impacts

Eliminating the use of older less efficient buildings and maximizing use of existing and proposed buildings, the project would have a less than significant cumulative impact due to energy efficiency and plans. The project would also be consistent with the CPUC Long-Term Energy Efficiency Strategic Plan as implemented in the California Building Code, resulting in a less than significant impact.

v. Required/Recommended Mitigation Measures

No energy efficiency mitigations impacts are identified and therefore, no mitigation is necessary.

vi. Residual Impact

The project would result in less than significant impacts, inclusive of residual energy impacts.

G. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		
ii. Strong seismic ground shaking?			X		
iii. Seismic-related ground failure, including liquefaction?			X		
iv. Landslides?			X		
b. Result in substantial soil erosion or the loss of topsoil?			X		
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X	
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		

i. Existing Setting

The underlying geologic structure of the proposed project site is of Recent Age Younger Alluvium (Qa) (GP/CLUP FEIR Figure 3.6-1, September 2006). The soils on site consist 2.2 acres of Camarillo fine sandy loam (Ca) and 0.2 acres of Goleta Loam, 0 to 2 percent slopes (GdA) according to the Goleta Cox Critical Facility – Preliminary Drainage Report (Michael Baker International, November 16, 2018)(GP/CLUP FEIR Figure 3.2-3, September 2006). In the area where the project is proposed, the area generally slopes

from the east to west towards Fairview Avenue. Over the entire site there is approximately four and a half feet of elevation range (21.5 feet to 26 feet) .

Overall, the project site is located in a seismically active region of Southern California that has experienced ground motion in response to earthquakes in the past. All of the City of Goleta is located within Seismic Zone D as designated by the California Uniform Building Code.

ii. Thresholds of Significance

A significant impact on geology/soils would occur if the proposed project resulted in any of the impacts noted in the above checklist. The City's *Environmental Thresholds and Guidelines Manual* stipulates that a proposed project would result in a potentially significant impact on geological processes if,

Threshold GEO-1. the project, and/or implementation of required mitigation measures, could result in increased erosion, landslides, soil creep, mudslides, and/or unstable slopes.

In addition, impacts related to geology have the potential to be significant if the project involves any of the following characteristics:

Threshold GEO-2. The project site or any part of the project is located on land having substantial geologic constraints, as determined by the City of Goleta. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion.

Threshold GEO-3. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.

Threshold GEO-4. The project proposes construction of a cut slope over 15-feet in height as measured from the lowest finished grade.

Threshold GEO-5. The project is located on slopes exceeding 20% grade.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, c, GEO-1, GEO-2. Less than Significant. There are no Alquist-Priolo mapped earthquake faults or zones identified on the project site or in the immediate project area. Pursuant to checklist items a and c, and Threshold GEO-2, the closest faults that could cause potential substantial adverse effects include an unnamed Fault and the Carneros Fault approximately 0.8 mile north of the site, the More Ranch Fault approximately 1.1 miles south of the project site, the Glen Annie Fault located approximately 1.0 mile northwest of the project site, and the Goleta Fault approximately 1.6 miles northeast of the project site (GP/CLUP Figure 5-1, Geologic Hazards Map dated November, 2009).

As strong ground shaking during seismic activity is a hazard common to the entire City and most of California, there is no substantially greater risk to the subject property than moderate levels of groundshaking in the event of an earthquake along a nearby fault.

However, project construction would be subject to compliance with the seismic safety standards of the California Building Code (CBC), which is adopted and incorporated into the Goleta Municipal Code. The CBC includes excavation and re-compacting measures to ensure structural stability in the event of a seismic event.

The topography of the inland site and surrounding developed parcels is relatively flat and the site is not mapped in an area of moderate or high landslide potential, as cited by checklist item c and Thresholds GEO-1 and GEO-2 above (GP/CLUP Figure 5.1, Geologic Hazards Map dated Nov. 2009). The absence of mountains or cliffs immediately adjacent to the project site prevents the potential of a landslide from occurring. The potential for liquefaction on the project site has a low to moderate problem rating as identified in Santa Barbara County Comprehensive Plan (SBCCP) Seismic Safety and Safety Element Liquefaction Map and is a potentially significant impact.

As part of the City's standard conditions of approval for projects of this nature, the applicant is required to submit a soils and geotechnical report to the City that details compliance with City standards for grading and construction of the new Critical Facility. Conditions of approval are memorialized in the resolutions of approval for a project and are binding on the project. The soils and geotechnical report are required to be prepared by a licensed certified geotechnical engineer and reviewed by the City Building and Safety Department to minimize risks associated with soil stability prior to project approval and construction. Compliance with City standards for preparation of soils and geotechnical reports will ensure the report includes the appropriate structural-design parameters for the Critical Facility, including soils compaction ratios and for construction of the foundation and building structural components to address potential hazards from liquefaction and/or seismic-related settlement during implementation of the project. Therefore, implementation of City standard conditions of approval for soils and geotechnical reports will ensure proper soils and geotechnical engineering design in accordance with the current City and California Building Code and that the potential impacts associated with liquefaction, seismic activity or unstable slopes and soils would be less than significant.

b, GEO-1, GEO-3, GEO-4, GEO-5. Less than Significant. The proposed project would be located on an existing developed site covered with asphalt concrete pavement, which has relatively flat topography. Grading/excavation to accomplish the project would be minimal, with an estimated earthwork quantity that includes 600 Cubic Yards (CY) of cut, 500 CY of fill and 120 CY of soil proposed to be exported by the project applicant. Minor landscaping areas will be included as part of the new construction at 22 South Fairview Avenue. Considering the potential for the erosion, topsoil retention, and soils and slopes stability issues identified in checklist item b and Thresholds GEO-1, GEO-3, GEO-4, and GEO-5 above, in the context of the existing developed nature of the site and the site's finished grade of four feet over the entire site (Michael Baker International, November 16, 2018), the proposed project would not result in substantial soil erosion, result in cut slopes exceeding 1.5 horizontal to 1 vertical, or 15 feet in height, result in slopes exceeding 20% grade or cause a loss of topsoil that would result in a potentially significant geologic impact. As such, impacts would be less than significant.

d. Less than Significant. The project site is underlain by alluvium and colluvium (Holocene and upper Pleistocene) which consists of poorly consolidated silt, sand, and gravel deposits of modern drainages and piedmont alluvial fans and floodplains. Exposed thickness generally less than 10 meters (USGS 2009). All new construction is required to adhere to local, state, and federally mandated grading and construction requirements,

including but not limited to the California Building Code and City ordinances and engineering standards. Additionally, the City GP/CLUP EIR Figure 3.6-4, Topography and Landslides, identifies the project site as having a low and very low landslide potential (GP/CLUP EIR 2009). Structural engineering and foundation reports are required to be provided by a licensed certified geotechnical engineer and reviewed by the City Building and Safety Department to minimize risks associated with soil stability prior to project approval and construction. Therefore, through existing regulatory processes, standard conditions, and City policies, potential impacts related to unstable or expansive soils on the project site would be less than significant.

e. No Impact. The project site contains existing connections to the Goleta Sanitary District sewer system which will continue to be used. Pursuant to above checklist item e above, septic systems and drywells are not used on the property and are not planned to be used as the site is connected to the sanitary sewer system. The New Critical Facility will include restrooms and a sewer line would be extended and a connection to the existing Goleta Sanitary District sewer system installed to California Building Code standards. Therefore, no impact associated with geologic hazards related to the use of alternative waste water would exist.

iv. Cumulative Impacts:

Cumulative development in the City would expose new residents and property to geologic and soil-related hazards in the area. However, such impacts would be addressed on a project-by-project basis through preparation of required soils and geotechnical engineering studies and adherence to the recommendations therein, as well as adherence to existing City and state regulations including the California Building Code. Because the potential impacts associated with the proposed project would be less than significant with compliance with City standard conditions of approval for all projects that require structural engineering and foundation reports are required to be provided by a licensed certified geotechnical engineer and reviewed by the City Building and Safety Department that to address potential geologic hazards and impacts from future projects would be addressed on a case-by-case basis. Therefore, the project's contribution to cumulative impacts would be less than significant.

v. Required/Recommended Mitigation Measures:

No mitigation measures are proposed or needed. However, the following standard conditions of approval will be imposed on the project.

Geotechnical and Soils Engineering Report. The owner/ applicant shall prepare a Geotechnical and Soils Engineering Report related to soil engineering associated with the demolition, grading, and construction of the new Critical Facility foundation. The recommendation of the Geotechnical and Soils Engineering Report must be incorporated into the Project's grading and building plans. The Geotechnical and Soils Engineering Report must meet the City of Goleta standards for engineering documents and address potential for liquefaction and/or seismic-related settlement and identify appropriate structural-design parameters and soils compaction ratios to address potential hazards

Grading and building plans must be submitted for review and approval by the Planning and Environmental Review Directors before the City issues grading and building permits.

The Project soils engineer must observe all excavations before placement of compacted soil, gravel backfill, or rebar and concrete and report observations to the City. The City will conduct field inspections as needed.

vi. Residual Impact:

Based on the above analysis and implementation of standard conditions of approval would avoid all potential project-specific or residual impacts on Geology and Soils by ensuring the City's adopted engineering standards for geotechnical and soils are implemented.

H. GREENHOUSE GAS EMISSIONS

Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**See Prior Document**
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		

i. Existing Setting

Climate Change Background

Parts of the Earth's atmosphere act as an insulating "blanket" for the planet. This "blanket" of various gases traps solar energy, which keeps the global average temperature in a range suitable for life. The collection of atmospheric gases that comprise this blanket are called "greenhouse gases," based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), ozone (O3), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Most scientists agree that human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. As a result, the Earth's overall temperature is rising.

Climate change could impact the natural environment in California by triggering, among other things:

- Rising sea levels along the California coastline;
- Extreme-heat conditions, such as heat waves and very high temperatures, which could last longer and become more frequent;
- Increase in heat-related human deaths, an increase in infectious diseases, and a higher risk of respiratory problems caused by deteriorating air quality;
- Reduced snow pack and stream flow in the Sierra Nevada mountains, affecting winter recreation and water supplies;
- Potential increase in the severity of winter storms, affecting peak stream flows and flooding;
- Changes in growing season conditions that could affect California agriculture, causing variations in crop quality and yield; and
- Changes in distribution of plant and wildlife species due to changes in temperature, competition from colonizing species, changes in hydrologic cycles, changes in sea levels, and other climate-related effects.

According to the US Environmental Protection Agency (EPA), a GHG is any gas that absorbs infrared radiation in the atmosphere. This absorption traps heat within the atmosphere creating a greenhouse effect that is slowly raising global temperatures.

California law defines GHG to include the following: carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6) (Health and Safety Code, § 38505(g)).

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO2. Thus, GHG emissions are typically measured in terms of pounds or tons of CO2 equivalents (CO2e) and are often expressed in metric tons of CO2 equivalents (MT CO2e) or millions of metric tons of CO2 equivalents (MMT CO2e).

Global climate change issues are addressed through the efforts of various federal, state, regional, and local government agencies as well as national and international scientific and governmental conventions and programs. These agencies work jointly and individually to understand and regulate the effects of greenhouse gas emissions and resulting climate change through legislation, regulations, planning, policy-making, education, and a variety of programs. The significant agencies, conventions, and programs focused on global climate change are listed below.

Federal U.S. Environmental Protection Agency
California Air Resources Board
California Executive Order S-3-05
California Executive Order S-13-08
California Global Warming Solutions Action of 2006 (AB 32)
Senate Bill (SB) 97. SB 97 enacted in 2007
State of California Climate Change Proposed Scoping Plan
Senate Bill (SB) 375. SB 375
Santa Barbara County Air Pollution Control District (APCD)
2006 City of Goleta General Plan Conservation Element
2014 City of Goleta Climate Action Plan
City of Goleta Energy Efficiency Standards (reach code)

The City's General Plan Conservation Element Implementation Action 5 (CE-IA-5) and 2014 Climate Action Plan Energy Efficiency Action Plan (CAP) identifies measures to effectively meet State of California established greenhouse gas (GHG) reduction targets and energy efficiency goals, as articulated in Assembly Bill 32 (AB 32) and the California Public Utilities Commission's (CPUC) Long-Term Energy Efficiency Strategic Plan and implemented in the California Building Code Titles 20 and 24.

According to the CAP, energy consumption by the City's built environment will represent 43 percent community emissions in 2020. Implementation of measures reducing electricity usage and improving energy performance, therefore, are vital to the City's CAP. The CAP identifies 13 building energy measures (eight energy efficiency measures) with the goal of reducing GHG emissions through lower electricity and natural gas use. The measures include implementing the City's adopted "reach code"(November 2010) which requires new building efficiency 15 percent to "reach" beyond Title 24 building code energy efficiency measures, financing programs for both residential and commercial energy retrofits, urban forest management, programs for residential and commercial solar, and Community Choice Aggregation (CCA) to encourage use of renewable energy use and the resultant realization of a reduction in GHG.

ii. Thresholds of Significance

Consistent with recent case law, CEQA Guidelines section 15126.2(a) amendments clarify that an EIR shall focus analysis on the significant effects of a proposed project on the environment. The CEQA Guidelines section 15064.4 requires a lead agency to make a good-faith effort based, to the extent possible on scientific and factual data to describe, calculate, or estimate the amount of GHG emissions resulting from a project. They give discretion to the lead agency to determine whether to:

1. Quantify GHG emissions resulting from a project, and/or
2. Rely on a qualitative analysis or performance-based standards.

The State Natural Resources Agency adopted amendments to the CEQA Guidelines for GHG emissions that became effective on December 28, 2019. The CEQA Guidelines amendments provide regulatory guidance on the analysis of GHG emissions in CEQA documents.

The revisions to CEQA Guidelines section 15064.4(2)(b) clarify that in determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change.

A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. In addition, section 15064.4(2) (b) and (c), in summary, state that a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

A lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

CEQA Guidelines section 15064.7(b) call on Lead Agencies to establish significance thresholds for their respective jurisdictions. Lead agencies may also use thresholds on a case-by-case basis as provided in Section 15064(b)(2).

Currently, neither the State of California nor the City of Goleta has established CEQA significance thresholds for GHG emissions. Indeed, many regulatory agencies are sorting through suggested thresholds and/or making project-by-project analyses. This approach is consistent with that suggested by California Air Pollution Control Officers Association (CAPCOA) in its technical advisory entitled "CEQA and Climate Change: Addressing Climate Change Through the California Environmental Quality Act Review (CAPCOA; 2008):

> *…In the absence of regulatory standards for GHG emissions or other specific data to clearly define what constitutes a 'significant project', individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice.*

In June 2010, the Bay Area Air Quality Management District (BAAQMD) became the first regulatory agency in the nation to approve guidelines that establish thresholds of significance for GHG emissions. Since adoption, the BAAQMD GHG thresholds have withstood [1] These thresholds are summarized in Table GHG-1 below.

Table GHG-1
Bay Area Air Quality Management District
GHG Thresholds of Significance

GHG Emission Source Category	Operational Emissions
Land Use Development Projects[a]	1,100 Metric Ton (MT) CO_2e/yr. or 4.6 MT CO_2e/SP/yr.
Stationary Sources[b]	10,000 MT CO_2e /yr.

Source: Santa Barbara County Planning & Development Department,
[a] Land use development projects include residential, commercial, industrial, and public land uses and facilities.
[b] SP = Service Population (residents + employees).
[c] Stationary Sources include land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate

On June 10, 2010, the Santa Barbara County Planning & Development Department produced a memorandum "*Support for Use of Bay Area Air Quality Management District Greenhouse Gas Emissions Standards,"* which states, "While Santa Barbara County land use patterns differ from those in the Bay Area as a whole, Santa Barbara County is similar

[1] On December 17, 2015, the California Supreme Court reversed the Trial Court ruling on *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, and remanded the substantive question of whether the BAAQMD's 2010 Air Quality CEQA Guidelines were valid, back to the Court of Appeals for a decision (The BAAQMD published a new version of the Guidelines dated May 2017, which includes revisions made to address the Supreme Court's opinion. The GHG thresholds remained unchanged from the previous version.

to certain Bay Area counties (in particular, Sonoma, Solano, and Marin) in terms of population growth, land use patterns, General Plan/Coastal Land Use Plan policies, and average commute patterns and times. Because of these similarities, the methodology used by BAAQMD to develop its GHG emission significance thresholds, as well as the thresholds themselves, have applicability to Santa Barbara County and represent the best available interim standards for Santa Barbara County." In accordance with CEQA Guidelines §§15064.4(b)(2), and 15064.7(c), the City has consistently relied upon Santa Barbara County's "*Support for Use of Bay Area Air Quality Management District Greenhouse Gas Emissions Standards,"* as the expert recommended methodology for establishing a threshold for analyzing the potential greenhouse gas impacts of a project.

The City of Goleta is located in Santa Barbara County and shares meteorological attributes, as well as similar land use patterns and policies, and thresholds deemed applicable in Santa Barbara County would also reasonably apply to projects within the City Goleta. In addition, the City of Goleta would rely upon the Santa Barbara County Air Pollution Control District (APCD), as a commenting agency, to review the GHG analysis, and these thresholds would represent a consistent approach and uniformity for impact determinations for City and County projects under the District's review. Therefore, this analysis uses the BAAQMD/Santa Barbara County Interim Thresholds of Significance to determine the significance of GHG emissions related to this project, based on the 1,100 MT CO_2e/year or 4.6 MT CO_2e per service population per year threshold for commercial and residential land uses. There is no BAAQMD threshold of significance for construction emissions.

According to the applicable thresholds for this project, the project would result in a significant impact if it:

A. Generates operational emissions in an amount more than 1,100 MT CO_2e/yr., and/or results in significant construction or operational GHG emissions based on a qualitative analysis.

B. Fails to employ reasonable and feasible means to minimize GHG emissions in a manner that is consistent with the goals and objectives of AB 32.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b. Less than Significant. As discussed in Section F. Energy above, the energy analysis for this project is based on an analysis of energy use for all project phases and components, including transportation-related energy, during construction and operation as modelled using the CalEEMod V. 2016.3.2. The project is expected to utilize electricity, natural gas, and diesel and gasoline fuels as energy during the primary construction and operational phases. CalEEMod V. 2016.3.2 estimates the baseline, construction, and annual operational energy use of the project's components to assess the air quality and greenhouse gas emissions of the project. The results of the modeling are provided in Appendix A.

Given the global nature of climate change resulting from GHG emissions, GHG emission impacts are inherently cumulative in nature. Accordingly, the determination of whether a project's GHG emissions impacts are significant depends on whether those emissions

would make a cumulatively considerable contribution to a significant cumulative impact. This is assessed in the Cumulative Impacts section below.

iv. Cumulative Impacts

The project's "business as usual" GHG emissions have been calculated for the project. "Business as usual" refers to emissions that would be expected to occur in the absence of GHG reduction measures. These emissions include operation of the project and forecast trip generation, as well as the GHG emissions from project construction. The CalEEMod v.2016.3.2 computer model was used to calculate direct and indirect project-related emissions. Table GHG-2 presents the estimated CO_2, N_2O, and CH_4 emissions of the project.

Construction. Project construction activities would generate approximately 208.92 MT CO_2e. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions. Construction GHG emissions have been amortized, and would result in 6.963 MT CO_2e/yr.

Mobile Source. The CalEEMod model relies upon project-specific land use data to calculate mobile source emissions. The proposed project would directly result in 196.19 MT CO_2e/yr of mobile source-generated GHG emissions.

Energy Consumption. Energy Consumption emissions were calculated using the CalEEMod model and project-specific land use data. Electricity would be provided to the project site via Southern California Edison. The project would indirectly result in 265.41 MT CO_2e/yr due to energy consumption.

Water Demand. The project's water supply would be groundwater and imported sources provided by the Goleta Water District. The estimated water demand for the proposed project would be approximately 0.53 AFY of water per year, a slight reduction. Emissions from indirect energy impacts due to water supply would result in 35.64 MT CO_2e/yr.

Solid Waste. The project is anticipated to generate approximately 55.27 tons of solid waste per year. Solid waste associated with operations of the proposed project would result in 16.91 MT CO_2e/yr.

Table GHG-2 Business as Usual Greenhouse Gas Emissions	
Source	**Total Metric Tons of CO_2e[3]**
Mobile Source	196.19
Energy	265.41
Water Demand	35.64
Waste	16.91
Construction (amortized over 30 years)	6.94
Total Project Emissions	**521.09 MT CO_2e/yr**
GHG Significance Threshold[3]	**1,100.00 MT CO2e/yr**
GHG Significance Threshold Exceeded?	***No***

Notes:
1. Emissions calculated using CalEEMod v.2016.3.2 computer model.
2. Totals may be slightly off due to rounding.
3. If annual emissions of operational-related GHGs exceed these levels, the proposed project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact to global climate change.

Total Project-Related Sources of Greenhouse Gases. As shown in Table GHG-2, the total amount of project-related "business as usual" GHG emissions from all sources combined would total 521.09 MT CO_2e/year. Therefore, the total project-related unmitigated operational GHG emissions would not exceed the 1,100 MT CO_2e/year threshold utilized by the City, resulting in a greenhouse gas emissions impact to global climate change that would be less than significant.

The project will result in more efficient energy use of the existing onsite structures in two primary ways. The first, the project will result in an increase in energy efficiency with the removal of Buildings A and B. These buildings were built in 1956 and 1983 respectively prior to adoption of current energy efficient building requirements. Secondly, all of the new construction (Building C Headquarters renovations and the new Critical Facilities building) will be required to incorporate existing energy efficient fixtures and equipment required by the California Building Code. Additionally, the City adopted building code requires new residential and commercial buildings to exceed the existing California Title 24 standards by 15 percent (CAP measure BEE-1). CAP Implementing measure BEE-1 requires continued implementation of the City reach code.

Therefore, with the elimination of the older less efficient buildings and the new construction/renovation under the City's reach code consistent with CAP, the site will become more energy efficient. Additionally, the City CAP programs are available to the applicant to help reduce the cost of installing solar and energy efficient fixtures onsite. The project would also be required to be consistent with the CPUC Long-Term Energy Efficiency Strategic Plan as implemented in the California Building Code (CBC). All project construction components must comply with the CBC prior to issuance of building permits by the City. Therefore, the project will be consistent with and result in a less than significant impact to the local CAP and the CPUC Long-Term Energy Efficiency Strategic Plan.

v. Mitigation Measures / Residual Impact

No impacts are identified. Therefore, mitigation is not necessary and residual cumulatively considerable impacts to global climate change would not occur.

I. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation ncorporated**	**Less Than Significant Impact**	**No Impact**	**See Prior Doc-ument**
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X		
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X	
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X		

i. Existing Setting

The City contains various sources of hazardous waste/materials, such as industrial facilities, laboratories, and gas stations. The existing facilities on the project site have been used as office, fleet operations, warehouse, and telecommunications use since the early 1980s. A records search through the State of California's GeoTracker tool for a 0.5-mile radius around the site was conducted to assess historic and current records of contaminated sites with hazardous materials, including Leaking Underground Storage Tank (LUST) sites. The site does not have an open case presently though it did have an underground storage tank abated in the past. Fifty-three sites were located within the ½

mile radius of the project site, but none have an effect on the project. This analysis focuses on the results of the five records search within 1,000-foot radius of the project site. These five records are compiled in Table HAZ-1 below.

The project site lies to the northeast of the Santa Barbara Municipal Airport (SBMA), outside of the Clear Zone and Approach Zone for the SBMA (GP/CLUP Figure 5-3, November 2009). There are no other airports or airstrips within two miles of the project site. The nearest school from the project site is the private Rainbow School located at the Goleta Valley Community Center approximately 0.50 miles southeast of the project site. The private Montessori School is located approximately 0.75 miles north of the project site.

Regulatory Setting

The City General Plan policies SE 10.1 and SE 10.2 require uses that store, handle, and dispose of hazardous materials in the City comply with State, federal, and City regulations. These regulations include the Clean Air Act, Clean Water Act, Comprehensive Environmental Response, Compensation and Liability Act, and the Toxic Substances Control Act.

At the local level, the County Fire Department and Health Department serve as the Certified Unified Program Agency (CUPA), which is authorized to carry out several of the various hazardous materials regulatory programs administered by the State of California and regularly screens inventories and inspects sites permitted to use or store hazardous materials. The Santa Barbara Air Pollution Control District (SBCAPCD) also regulates projects with possible toxic air emissions.

ii. Thresholds of Significance

A significant impact with regards to hazards and hazardous materials would be expected to occur if the project resulted in any of the impacts noted in the above checklist. In addition, the City's Thresholds Manual addresses public safety impacts resulting from the involuntary exposure to hazardous materials. These thresholds focus on the activities that include the installation or modification to facilities that handle hazardous materials, transportation of hazardous materials, or non-hazardous land uses in proximity to hazardous facilities. Since the project is not a hazardous materials facility, the City's thresholds are not applicable.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less than Significant. The proposed project uses would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for the regular maintenance and replacement of telecommunications servers, computers, the lead containing backup batteries, cable and cell antenna installation equipment, fleet operations, and cleaning products.

Existing and proposed uses onsite will remain similar to or the same as existing business offices, telecommunications, fleet operations, and warehousing. There are adequate State, federal regulations, and County oversight in place to protect public safety from potential

hazards associated with onsite use, transport, and disposal of potentially hazardous materials.

Therefore, since no hazardous substances would be transported, used or disposed of as part of the proposed project other than regular replacement of computer and support electrical equipment and lead containing backup batteries and products typically used in maintenance and cleaning, impacts from the proposed project on the risk of upset would be less than significant.

b. Less than Significant. Construction of the project will include demolition and removal to a landfill of two one-story buildings (Buildings A and B) totaling 7,484 SF. Demolition will also include removal of an area of the existing concrete parking lot and landscaping to accommodate construction of the new Critical Facility. Construction of Building A predates the remainder of the buildings onsite which along with Building B was constructed in 1983. Demolition of the two buildings could potentially contain hazardous material, that were previously common in building materials. These materials may have included asbestos, which could become airborne if disturbed and requires special handling procedures including the use of protective clothing and respirators during removal, transport, and disposal. Removal of hazardous materials is governed by Santa Barbara Air Pollution Control District regulations. in addition to requiring review and approval by the Santa Barbara County Fire Department, City of Goleta Building and Safety Department. standard conditions of project approval require testing for asbestos prior to issuing a demolition permit or building permit in existing Building C Headquarters and the demolition of Buildings A and B. Therefore, project impacts associated with hazardous materials sites would be less than significant with mitigation with implementation of this measure.

c. No Impact. The project site is not located within 0.25 miles of an existing school. The nearest public school is Goleta Valley Junior High School, located approximately 1.0 miles north of the project site. The private Rainbow School is located at the Goleta Valley Community Center approximately 0.50 miles southeast of the project site. The private Montessori School is located approximately 0.75 miles north of the project site. Additionally, project construction and operations would not result in the emissions of hazardous materials that would affect nearby schools. Therefore, due to their distance the project would have no impact related to hazardous material emissions near a school.

d. Less than Significant. Table HAZ-1 summarizes the hazardous waste site records search that was completed in February 2019, using GeoTracker. (Geo Tracker is an online database of hazardous site records maintained by the California State Water Resources Control Board). There are 5 recorded cases of hazardous sites within a 1,000-foot radius of the project site. As indicated in Table HAZ -1, all of the cases have been closed meaning that the remediation work has been done to the satisfaction of the County of Santa Barbara Health Department and Regional Water Quality Control Board.

Table HAZ-1 **Hazardous Site Record Search**			
Site	**Description**	**Location**	**Status**
Cox Cable Santa Barbara (Project Site)	LUFT cleanup Site (petroleum and BTEX, aquifer used as drinking water supply, soil).	22 South Fairview Avenue	Case Closed Oct. 1, 1993
Modoc Properties	LUFT cleanup Site (petroleum and BTEX,, aquifer used as drinking water supply, soil, soil vapor).	109 South Fairview Avenue	Case Closed Mary 17, 2007
Mobile Oil ss#18-000d	LUFT cleanup Site (petroleum and BTEX,, aquifer used as drinking water supply, soil, soil vapor)	151 South Fairview Avenue	Case Closed Feb. 18, 2015
Tosco 76	LUST Cleanup Site (fuel oxygenates, gasoline, aquifer used as drinking water supply, soil, soil vapor).	42 North Fairview Avenue	Case Closed May 13, 1990
Unocal s#459-	LUST Cleanup Site (petroleum and BTEX aquifer used as drinking water supply, soil, soil vapor).	42 North Fairview Avenue	Case closed July 18, 2014
GeoTracker (2018). Accessed online February 2019 at https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=goleta%2C+ca			

No other open or closed cases occurring on or within the project site have occurred to date. As such, the proposed project would not be located on a list of hazardous materials sites and would not create a significant hazard to the public.

e, f. Less than Significant. As noted in the existing setting, the project site lies approximately 0.5 miles northeast of the SBMA, outside of the Clear Zone and Approach Zone for the buildings on the project site. No private airstrips are located in the vicinity of the project site. Although the project site is located in close proximity to the SBMA, the project would not result in a safety hazard for people residing or working in the project area. As such, impacts would be less than significant.

g. No Impact. The project would not change the existing office, warehouse, telecommunications uses, or fleet operations uses of the site and therefore would not result in the construction of any new facilities or establishment of new uses that could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project site is located well outside of the City's Wildland Fire Hazard Area; therefore, no impact from exposure to wildlife fires would occur.

iv. Cumulative Impacts:

With the implementation of the City's standard conditions of approval regarding the abatement of potential asbestos hazards within the existing building, the project would not have any impacts related to hazards materials. The proposed project as mitigated, combined with other similar projects would not result in any cumulatively considerable impacts related to hazardous materials.

v. Mitigation Measures

No mitigation measures are proposed or needed. However, the following standard condition of approval will be imposed on the project due to the date that the existing

projects were constructed and use of potentially hazardous building materials commonly in use on those dates.

Asbestos. Before the City issues a demolition permit for existing Building A and/or existing Building B, and reconfiguration of existing Building C Headquarters, the Applicant/Permittee must notify the Santa Barbara Air Pollution Control District and test for asbestos. If asbestos is found, then the Applicant/Permittee must abate and dispose of the materials in a manner consistent with the California Building Code, Santa Barbara County Air Pollution Control District requirements, and any other regulatory requirements.

Prior the issuance of the demolition permit, the Building Official or designee must receive the appropriate paperwork confirming the abatement.

The Planning and Environmental Review Director must verify compliance before issuance of the Land Use Permit.

vi. Residual Impacts

The project with standard conditions of approval implemented would have a less than significant impact residual impact related to potential hazards and hazardous materials. This standard condition provides the mechanism for verification and additional certainty that any asbestos in the existing building will be handled in a safe manner consistent with all state and local rules, as is required by the City for all demolition of buildings from this time period.

J. HYDROLOGY AND WATER QUALITY

Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**See Prior Document**
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X		
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X		
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X		
i. result in substantial erosion or siltation on- or off-site;			X		
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X		
iii. create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or			X		
iv. impede or redirect flood flows?			X		
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X		
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X		

The hydrology and water quality analysis in this section is based on the *Cox Goleta Critical Facility – Water Quality Memorandum*, Michael Baker International, November 16, 2018 (Water Quality Memorandum) and the *Goleta Cox Critical Facility - Preliminary Drainage Report, Michael Baker International, November 16, 2018* (Preliminary Drainage Report) which are Appendixes E-1 and E-2 to this document respectively. The appendix to the Water Quality Memorandum in Appendix E-1 provides the applicant recommended Best Management Practices (BMPs) to address compliance with drainage and surface water quality requirements of the Santa Barbara County Stormwater Technical Guide for Low Impact Development (2nd Edition, dated February 3, 2017).

i. Existing Setting

The federal Clean Water Act and the California Water Code mandate controls on discharges from municipal separate storm sewer systems (MS4s). The California Water Boards issue National Pollutant Discharge Elimination System (NPDES) permits that require cities, towns, and counties to regulate activities which can result in pollutants entering their storm drains. Municipalities implement comprehensive stormwater pollution-prevention programs. Municipal staff uses Best Management Practices (BMPs) when maintaining their own streets, storm drains, and municipal buildings.

Most of the project site is covered with impervious surfaces, including paved parking areas, walkways, and buildings constructed after the project was approved in 1982 and in existence prior to that date. The total non-building impermeable surface paving and concrete onsite is 75,510 SF, or 72% of the site. Permeable landscaping onsite currently accounts for 7,970 SF, or 7.4% of the site and is comprised of ornamental trees, shrubs, and grasses.

In existing condition, the project elevation ranges from 21.5 feet in the western portion of the site to 26 feet in the eastern and northern portion of the site. Water runoff from the project flows in the westerly direction from the existing parking lot via the gutter that runs through the middle of the project site and ultimately discharges off-site onto the street through the parkway culvert. Roof runoff discharges to the pervious areas adjacent to the building. The nearest storm drain curb inlet is located approximately 550 feet south of the project site.

The proposed project will demolish two buildings (Buildings A and B) and replace them with additional parking and drainage areas; construct the new Critical Facility Building and replace existing generators on the northeast portion of the lot adjacent to Building C Headquarters which will be retrofitted with an elevator. The existing areas of impervious surfaces on the project site will now be reconfigured to consist of the following:

- Critical Facility Building which will be constructed in the southeast portion of the existing parking lot.
- Walkway adjacent to the existing Building C Headquarters.
- The addition of a new 170 SF elevator to Building C Headquarters
- Loading area adjacent to the southeast side of the existing Building C Headquarters.
- New emergency generators will be placed in the existing utility yard behind Building C Headquarters.
- New trash enclosure location

To offset the impervious areas defined above, several areas will be reserved as pervious to allow for water quality treatment and landscaping:

- Western portion of the site adjacent to South Fairview Avenue will become an open area for landscape,
- Paved areas adjacent to existing Buildings A and B will include a vegetated swale.

While the 2018 Baker technical water memorandum, discusses the project with total approximately 46,200 square feet of impervious area, the overall impervious area on the project site will be reduced by approximately 7000 square feet. Most of the development

will simply change from one impervious use to another (buildings to parking lot and parking lot to building).

Preliminary calculations indicate that the amount of water from the site is reduced due to the reduction in impervious surfaces, and the existing drainage facilities are sufficient to handle this volume of water from the site to the public right of way. Preliminary drainage analysis for a 2- to 10- year storm event reveals the reduction of impervious area will result in less flows leaving the site than currently occurs in peak flow in Appendix E.

ii. Thresholds of Significance

A significant impact on Hydrology & Water Quality would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds & Guidelines* Manual assumes that a significant impact on hydrology and water resources would occur if a project would:

Threshold HYD-1: Result in a substantial alteration of existing drainage patterns
Threshold HYD-2: Alter the course of a stream or river
Threshold HYD-3: Increase the rate of surface runoff to the extent that flooding, including increased erosion or sedimentation, occurs,
Threshold HYD-4: Create or contribute to runoff volumes exceed existing or planned stormwater runoff facilities, or substantially degrade water quality.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b, c, e, HYD-1, HYD-2, HYD-3, HYD-4. Less than Significant. According to the Water Quality Memorandum, no natural drainages remain on the site as the site has been developed since 1956. Expected pollutants of concern for a commercial/industrial development of this type and parking lots are suspended solids/sediments, nutrients, heavy metals, pathogens, pesticides, oil & grease, toxic organic compounds and trash & debris.

The Santa Barbara County Stormwater Technical Guide for Low Impact Development (2nd Edition, dated February 3, 2017), identifies four tiers of Post Construction Requirements (PCRs) for projects. Since the Project proposes to replace more than 22,500 square feet of impervious surface, it must evaluate Tier 4 requirements, which also include Tiers 1 through 3, consistent with City Threshold HYD-1 and checklist item a.

To comply with the requisite PCRs, post construction runoff from impervious areas will be directed to landscaped areas. Runoff from the existing office building will maintain the existing drainage pattern by dispersing roof runoff via downspouts directed to pervious areas. Runoff from the existing parking lot to the east and proposed parking lot in the southwest portion of the project site will drain towards the existing gutter within the parking lot, which will make its way to the pervious area located in the southwest corner of the project site adjacent to South Fairview Avenue. The runoff from the southeast portion on the project site, which consists of the Critical Facility Building and parking lot, will drain towards the proposed gutters that will ultimately drain to the pervious area in the southwest corner of the project site via grassy swale. As noted in the Water Quality Memorandum, treatment systems that result in discharge below grade are not feasible for this Project due to the lack of an underground drainage system to tie into. In addition, infiltration systems are not feasible at the site because of relatively high groundwater and somewhat

poorly drained soil types, consistent with checklist item b. Additionally, rain water harvest and use would not be feasible at the site since there is minimal landscaping and the site lacks the necessary demand.

Prior to construction, the applicant will be required to execute a storm water maintenance agreement and secure approval of a Storm Water Control Plan from the City, consistent with City Threshold HYD 3 and checklist item e above. In addition, temporary construction related water quality impacts from construction could result in these pollutants entering the storm water system and the nearby Goleta Slough system. However, the project will be subject to compliance with adopted standards such as requiring that an Erosion and Sediment Control Plan shall be prepared and submitted in conformance with the City Municipal Code consistent with City Threshold HYD-4, with City Threshold c, and protect sensitive biological resource as discussed in Section D. Biological Resources above.

Implementation of standard requirements will therefore ensure that the project complies with federal and state water quality standards, waste discharge requirements and protect surface and ground water quality. Therefore, with implementation of standard conditions of approval regarding construction washing areas and storm water control plans, project impacts to surface and groundwater quality, erosion, runoff, and stormwater pollutants and the potential to impede or redirect flood control capacity described in checklist item d above would be less than significant.

d. Less than Significant. The entirety of the site lies outside of the 100-year Flood Zone and the Tsunami Inundation Zone as mapped by the City's GP/CLUP (Safety Element, Figure 5-2). Therefore, risk of release of pollutants due to inundation associated with a mapped flood hazard, or because of a tsunami, would be less than significant.

iv. Cumulative Impacts

As discussed above, the project is reducing the total impervious area on-site. Therefore, the peak flows for the 2-year through 10-year events will not exceed pre-project flows. Implementation of the mitigation measures will ensure that the project would not contribute incremental water runoff and pollutant discharge that result in having cumulative hydrology and water quality impacts in the receiving flood control system or the Goleta Slough and its tributaries.

v. Mitigation Measures

No mitigation measures are proposed or needed. However, the following standard conditions of approval will be imposed.

1. Operation and Maintenance Plan and Storm Water Control Plan. The Applicant/Permittee must execute an Operation and Maintenance Plan and Storm Water Control Plan with the City as required by the *Central Coast Regional Water Quality Control Board's Post-Construction Stormwater Management Requirements For Development Projects (Resolution R3-2003-0032)*, in a form approved by the City Attorney, that implements maintenance requirements for all improvements associated with all Best Management Practices (BMPs) consistent with Goleta Municipal Code Section 13.04 and as described in the final approved Hydrology and Hydraulic Analysis and Storm Water Control Plan subject to approval by the City Public Works Department.

The agreement must be executed prior to any Certificates of Occupancy or Final Building Inspection Clearances. At a minimum, the Operation and Maintenance Plan and Storm Water Control Plan between the Applicant/Permittee and City must include requirements

that all inline storm drain filters must be inspected, repaired, and cleaned per manufacture specifications and at a minimum before September 30th of each year. Additional inspections, repairs, and maintenance must be performed after storm events as needed throughout the rainy season (November 1st to April 15th) and/or per manufacture specifications. Any necessary major repairs must be completed before the next rainy season. Before September 30th of each year, the Applicant/Permittee must submit to Public Works for review and approval a report summarizing all inspections, repairs, and maintenance work done during the prior year.

The Planning and Environmental Review Director must verify compliance before approval of any Certificates of Occupancy or Final Building Inspection Clearances. City Planning and Environmental Review staff must verify compliance with the provisions of the agreement periodically and respond to instances of non-compliances with the agreement.

2. Washing of Materials. During construction, washing of concrete, paint or equipment can occur only in areas where polluted water and materials can be contained for subsequent removal from the site on a regular basis. The washing and fueling areas shall be located at least 100 feet from any storm drain, waterbody or sensitive biological resources unless permitted by PER Director due to site constraints. An area designated for washing functions must be identified on all plans submitted for issuance of any grading and/or building permit(s).

Prior to the issuance of grading or building permit whichever occurs first, a designated wash off areas must be specified on the all grading and building plans. The wash-off area must be in place throughout construction.
The Public Works Director or designee and the Building Official must verify compliance before issuance of the Grading and Building Permits and site inspections must occur during construction to verify.

vi. Residual Impact

The project would not result in a residual significant hydrology or water quality impact with implementation of standard conditions of approval in accordance with the applicable stormwater requirements and Goleta Municipal Code Section 13.04 noted above.

K. LAND USE AND PLANNING

Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**See Prior Document**
a. Physically divide an established community?				X	
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for purpose of avoiding or mitigating an environmental effect?			X		

i. Existing Setting

GP/CLUP Land Use Element Figure 2-1 designates a majority of the project site General Commercial (C-G), and the remainder along the north parcel boundary, as General Industrial (I-G). The C-G land use designation is intended to provide appropriate sites to accommodate a diverse set of commercial uses that do not need highly visible locations, such as wholesale trade and service commercial, or that may involve activities that reduce compatibility with other uses. Appropriate sites are in locations that may have limited suitability for other more retail-oriented uses. General commercial uses may serve as a buffer between industrial activities or major transportation corridors and residential areas. The purpose of the I-G designation is to provide land areas for a wide range of manufacturing uses, including those with potential noxious impacts, and for similar heavy commercial uses. The project site is zoned Light Industrial (M-1) pursuant to Article III, Chapter 35, Goleta Municipal Code (Inland Zoning Ordinance) Zoning Map. The purpose of the M-1 zone is to provide areas exclusively for light industry, technical research, and business headquarters office uses in well-designed buildings and attractively landscaped areas.

No changes to the existing approved Development Plan (81-MP-9) office, warehouse, fleet operations, and telecommunications uses of the site are proposed. No changes to the existing Land Use Designation or Zoning are proposed with the project.

ii. Thresholds of Significance

A significant land use and planning impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. No Impact. The proposed development would not result in the physical division of any established community or neighborhood as the current permitted uses of the site would continue at similar intensities. The proposal represents modernization and replacement of existing uses and an infill project within the urban area of the City and existing parcel boundaries. In addition, the project does not involve modifications to the existing circulation network within the community. Because the proposed project includes site

improvements with demolition of two existing buildings (-7,484 S.F., Buildings A and B) and construction of a new 6,519 S.F. Critical Facility building wholly located within the existing permitted project site, the project would not divide an established community or neighborhood, there would be no impact related to dividing an established community.

b. Less Than Significant. The proposed project would involve a Development Plan Revision (18-093-DPRV) to the existing development plan (81-MP-9) for site improvements and minor additions. The project components as described in the project description portion of this document are accessory and customarily appurtenant to development approved under (81-MP-9) and would not alter the intent of its approval.

Pursuant to GP/CLUP Land Use Element Table 2-3 Allowable Uses and Standards for Office and Industrial Use (Land Use Table) and Inland Zoning Ordinance §35-233.4 Permitted Uses, there is no change proposed to the previously approved and existing office and general warehousing uses which are consistent with uses allowed in these CG and IG designations and the M-1 zone district.

The project does not involve any General Plan amendment or Specific Plan amendment and would not conflict with any adopted land use plan. The project site is not located within the local coastal zone and does not require a rezone that would conflict with the City's zoning ordinance. Land use regulations related to biological resources are discussed in the Biological Resources section. Therefore, the project does not have the potential to adversely impact applicable regulations and policies and impacts would be less than significant.

iv. Cumulative Impacts

The use and intensity of development on site are not changing as a result of this proposed project. Further, the project is consistent with the applicable use standards and policies described above. The project does not affect the GP/CLUP build-out scenario and would therefore not pose any cumulative land use impacts.

v. Mitigation Measures / Residual Impact

No impacts are identified. Therefore, mitigation is not necessary and residual impacts would not occur.

L. MINERAL RESOURCES

Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**See Prior Document**
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X	

i. Existing Setting

The project site has been historically used for business offices and research and development, and there is no evidence that mineral resources or the extraction of mineral resources ever occurred on-site. According to City General Plan FEIR, the California Geological Survey and the USGS (2003), no major nonfuel mineral–producing areas are located in the City. In addition, the mineral land classification maps for Santa Barbara County (California Division of Mines and Geology 1989) show no known areas of significant aggregate resources in the city—most of the city is mapped as containing mineral deposits of unknown significance, and a small portion of the city is mapped as having no significant deposits.

ii. Thresholds of Significance

A significant impact on mineral resources would be expected to occur if the proposed project resulted in any of the impacts in the checklist above.

iii. Project Specific Impacts

a, b. No Impact. The proposed project would not result in the loss of availability of mineral resources that are of value to the region or the state and would not otherwise interfere with or preclude access to mineral resources as none have been mapped within the City by the State of California Department of Conservation or the General Plan. Therefore, the project excavation for construction of the new elevator for existing building C Headquarters, demolition of buildings A and B and grading for new parking areas, or for laying the foundation of the new Critical Facility would result in no impacts to mineral resources.

iv. Cumulative Impacts

As there are no project specific impacts as described above, the project would also have no impacts on any cumulative loss on mineral resources or resource recovery sites.

v. Mitigation Measures / Residual Impact

No impacts are identified. Therefore, mitigation is not necessary and residual impacts would not occur.

M. NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X		
b. Generation of excessive groundborne vibration or groundborne noise levels?			X		
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X		

This section incorporates the analysis, findings, and recommendations in the *Goleta Expansion – Noise Technical Memorandum*, (Michael Baker International, October 15, 2018). The noise technical memorandum is Appendix F to this document.

Description of Noise Metrics

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by differentiating among frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is perceived to be twice as loud and 20 dBA higher is perceived to be four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud).

Various methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time
- The influence of periodic individual loud events
- The community response to changes in the community noise environment

Noise is defined as unwanted or objectionable sound. The measurement of sound considers three variables: 1) magnitude, 2) frequency, and 3) duration.

Magnitude is the measure of a sound's "loudness" and is expressed in decibels (dB) on a logarithmic scale. Decibel levels diminish (attenuate) as the distance from the noise source increases. For instance, the attenuation rate for a point noise source is 6dB every time the distance from the source is doubled. For linear sources such as Highway 101 or the railroad tracks, the attenuation is 3 dB for each doubling of distance from the source.

The frequency of a sound relates to the number of times per second the sound vibrates. One vibration/second equals one hertz (Hz). Normal human hearing can detect sounds ranging from 20 Hz to 20,000 Hz.

Duration is a measure of the time to which the noise receptor is exposed to the noise. Because noise levels in any given location fluctuate during the day, it is necessary to quantify the level of variation to accurately describe the noise environment. One of the best measures to describe the noise environment is the Community Noise Equivalent Level (CNEL). CNEL is a noise index that attempts to take into account differences in the intrusiveness of noise between daytime hours and nighttime hours. Specifically, CNEL weights average noise levels at different times of the day as follows:

Daytime—7 am to 7 pm Weighting Factor = 1 dB
Evening—7 pm to 10 pm Weighting Factor = 5 dB
Nighttime—10 pm to 7 am Weighting Factor = 10 dB

The Noise Technical Memorandum utilizes the noise terms and definitions described in Table NOI-1 below.

Table NOI-1
Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00

	AM.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq}. The L_{dn} is calculated by averaging the L_{eq}'s for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01}, L_{10}, L_{50}, L_{90}, respectively) of the time during the measurement period.
Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.	

i. Existing Setting

The Ambient Noise Environment

The project site ambient noise environment currently consists of the office, communications, fleet operations, and warehouse uses in three existing buildings (Buildings 'A', 'B', and 'C') and a surface parking lot and driveways. Building 'A' (3,360 square feet) and Building 'B' (4,124 square feet) are located in the southwestern portion of the project site. Building 'C' is located at the north end of the project site and is comprised of two floors that make up a total of 27,310 square feet. The site is only accessible from South Fairview avenue. Surrounding noise generating land uses include the railway and U.S. 101 to the north, single-family residential uses to the east, multi-family residential uses to the south, and multi-family residential and general commercial and industrial uses to the west. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment, parking, and mix of commercial uses). The noise associated with these sources represents single-event noise occurrence or short-term or long-term continuous noise.

Roadway and Rail Related Traffic Noise

According to the City General Plan Noise Element, noise levels adjacent to U.S. Highway 101 (US-101) range from 75 to 90 dBA CNEL. The maximum instantaneous sound level of passing trains ranges from 96 to 100 dBA at 100 feet from the tracks, and the average sound level ranges from 70 to 75 dBA CNEL. Although Amtrak also uses the same tracks, sound levels for its operations are not available but are expected to be similar to UPRR trains. The combined noise sources of the railway and US-101 result in a 300-to-600 foot-wide east-west corridor where noise levels equal or exceed 70 dBA CNEL and produce noise levels equal to or exceeding 60 dBA CNEL in a corridor that is roughly three times the width of the 70+ dBA CNEL corridor. The project site is located within both the existing and future 65dBA and 70dBA noise level contours in General Plan Figures 9-1, 9-2, 9-3, and 9-4.

Ambient Noise Level Measurements

Five short-term noise measurements were taken on April 24, 2018 at the locations detailed in Table Noise-1 below. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. The ten-minute measurements were taken between 10:00 a.m. and 11:30 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day and relate closely with the hourly L_{eq} noise standards for the project area. As indicated above, L_{eq} is the equivalent noise level, which represents the time averaged total energy of a fluctuating sound level. The purpose of the noise measurements is to identify the existing ambient levels in order to evaluate potential project generated noise.

Table NOI-2
Noise Measurements

Site No.	Location	Leq (dBA)	Lmin (dBA)	Lmax (dBA)	Peak (dBA)	Time
1.	Southern end of project site in surface parking lot.	50.8	43.4	65.4	91.3	10:14 a.m.
2.	Southern boundary of project site (approximately 10 feet north of the Cox property line).	51.9	45.2	70.2	91.0	10:24 a.m.
3.	Southeast portion of the project site (approximately 10 feet west of the Cox property line).	50.7	44.5	67.6	93.8	10:35 a.m.
4.	East of Building 'C' near eastern property boundary (approximately 10 feet west of the Cox property line).	56.2	49.1	76.4	98.3	10:50 a.m.
5.	Along Orange Avenue in residential neighborhood east of project site	52.2	43.2	79.7	106.0	11:19 a.m.

Source: Michael Baker International, April 24, 2018.

Regulatory Setting

The City General Plan Noise Element sets the noise and land use standards for the maximum noise exposure to certain land uses. According to Noise Element, Table 9-2 Noise and Land Use Compatibility Criteria community noise exposure levels 50-67.5 (Ldn or CNEL, dBA) are considered normal and acceptable for office buildings, business commercial related uses. Noise exposure levels of 70-75 are conditionally acceptable and levels of 75-85+ are normally unacceptable.

The compatibility criteria are defined as follows:

- Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

- Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

- Normally Unacceptable: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements shall be made and needed noise insulation features shall be included in the design.

ii. Thresholds of Significance

A significant noise impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, based on the City of Goleta's *Environmental Thresholds and Guidelines Manual*, Section 12 Noise Thresholds, the following thresholds are used to determine whether significant noise impacts would occur:

Threshold NOI-1. A development that would generate noise levels in excess of 65 dBA CNEL and could affect sensitive receptors would generally be presumed to have a significant impact.

Threshold NOI-2. Outdoor living areas of noise sensitive uses that are subject to noise levels in excess of 65 dBA CNEL would generally be presumed to be significantly impacted by ambient noise. A significant impact would also generally occur where interior noise levels cannot be reduced to 45 dBA CNEL or less.

Threshold NOI-3. A project would generally have a significant effect on the environment if it would increase substantially the ambient noise levels for noise sensitive receptors in adjoining areas. Per Threshold 1 above, this may generally be presumed to occur when ambient noise levels affecting sensitive receptors are increased to 65 dBA CNEL or more. However, a significant affect may also occur when ambient noise levels affecting sensitive receptors increase substantially but remain less than 65 dBA CNEL, as determined on a case-by-case level.

Threshold NOI-4. Noise from grading and construction activity proposed within 1,600 feet of sensitive receptors, including schools, residential development, commercial lodging facilities, hospitals or care facilities, would generally result in a potentially significant impact. According to the US EPA guidelines, the average construction noise is 95 dBA at a 50-foot distance from the source. A 6 dB drop occurs with a doubling of the distance from the source. Therefore, locations within 1,600 feet of the construction site would be affected by noise levels over 65 dBA. Construction within 1,600 feet of sensitive receptors on weekdays outside of the hours of 8:00AM to 5:00PM and on weekends would generally be presumed to have a significant effect. Noise attenuation barriers and muffling of grading equipment may also be required. Construction equipment generating noise levels above 95 dBA may require additional mitigation.

With regard to Threshold NOI-3, the term "substantial increase" is not defined within the Thresholds Manual. The limits of perceptibility by ambient grade instrumentation (sound meters) or by humans in a laboratory environment is around 1.5 dB. Under ambient conditions, people generally do not perceive that noise has clearly changed until there is a 3 dB difference. A threshold of 3 dB is commonly used to define "substantial increase." Therefore, for purposes of this analysis, an increase of +3 dBA CNEL in traffic noise would be a significant impact. Increases of +3.0 dB require a doubling of traffic volumes on already noise-impacted roadways. Projects usually do not, by themselves, cause traffic volumes to double. Offsite traffic noise impacts are, therefore, almost always cumulative in nature rather than individually significant.

Groundborne Vibration

Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. Vibration energy is carried through buildings, structures, and the ground, whereas ambient noise is carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise, such as the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction activities that would occur on the project site have the potential to generate groundborne vibration. Table NOI-3 identifies vibration velocity levels for the types of construction equipment that are likely to operate at the project site during construction, as received by the nearest sensitive receptors.

Table NOI-3
Vibration Source Levels for Construction Equipment

	Approximate VdB		
	65 Feet	**350 Feet**	**500 Feet**
Large Bulldozer	79	64	61
Loaded Trucks	78	63	60
Jackhammer	71	56	53
Small Bulldozer	50	35	32

Source: Federal Railroad Administration, 1998.

Significant impacts occur when vibration or groundborne noise levels exceed the Federal Railroad Administration (FRA) maximum acceptable level threshold of 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). Vibration levels are assumed to attenuate by 6 VdB per doubling of distance (Federal Transit Administration, 2006).

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b, NOI-4. Less than Significant.

Short Term Construction Noise and Groundbourne Vibration
Train and automobile and truck traffic along the UPRR and U.S. 101 Highway are the primary source of ambient groundborne vibration and noise at the project location.

Construction vibration and noise from trucks and heavy grading equipment entering and leaving the site and within 1,600 feet of sensitive receptors, including the adjacent residential development, would generally result in potentially significant groundbourne vibration and noise impacts.

As detailed in City Noise Threshold 4, the average construction noise is 95 dBA at a 50-foot distance from the source. A 6 dB drop occurs with a doubling of the distance from the source. Therefore, locations within 1,600 feet of the construction site would be affected by noise levels over 65 dBA. Construction onsite would be located within 1,600 feet of sensitive receptors as detailed in the noise technical memorandum Table 3 and include: immediately adjacent and nearby residential uses, Twin Lakes Golf Course (510 feet), and the Goleta Church of God in Christ (over 1,300 feet). Construction noise on weekdays outside of the hours of 8:00AM to 5:00PM and on weekends would have a potentially significant impact on the above sensitive uses. In addition, the potential for construction equipment generating noise levels above 95 dBA during demolition and construction of the new Critical Facility and accessory uses may result in temporary noise impacts to adjacent sensitive use.

Additionally, demolition of Building A and Building B, the use of machinery to break up asphalt and concrete to prepare the site, and construction of the New Critical Facility will occur in areas immediately adjacent to existing residences to the east and south. Due to the close proximity of construction and demolition to these sensitive receptors, the potential for vibration or groundborne noise levels to exceed the Federal Railroad Administration (FRA) maximum acceptable level threshold of 72 VdB for residences is high and represents a potentially significant impact. Implementation of City standard conditions of approval intended to minimize short term construction noise such as limiting construction to daytime hours, providing notice to adjacent properties in advance of construction, and equipment distance will be required to be implemented during construction. Implementation of these conditions will ensure potentially significant impacts from ground borne vibration and noise to the adjacent residences and other sensitive receptors are at less than significant levels.

Consistent with City General Plan policy NE 6.4, City standard conditions of approval regarding limits on construction activities that generate noise to the hours of 8 am to 5 pm Mondays to Fridays, times when construction activity can be expected and better tolerated. Further, the City does not allow construction to occur on State/Federal holidays (e.g., Thanksgiving, Labor Day etc.). Non-noise generating construction activities, such as interior plumbing, electrical, drywall and painting (depending on compressor noise levels), are not subject to these restrictions. Construction of the project would occur during the normal business hours and not during the evening or night time hours noise when effects are greater on sensitive uses. Compliance with City construction hours will be imposed as a standard condition of approval.

Long Term Noise Generation

The operations occurring on the site after construction will be similar to what is occurring presently. Much of the activity takes place indoors except for warehouse loading and unloading, the arrival and departure of office staff throughout the day, and fleet vehicles entering, loading, and leaving daily during normal business hours. Hence the long-term noise levels of the project are anticipated to be similar to existing noise generated from the site.

The primary noise exterior sources associated with the project would consist of two new 750-kilowatt (kw) generators north of Building C' and six rooftop cooling/heating units (RTUs) at the new critical facility. The RTUs will be placed within a mechanical well on roof the Critical Facilities Building. The parapet walls surrounding the RTUS will be 7-8 feet tall, resulting in an overall building height of 24 feet.

The new backup generators will be located in the emergency power generator yard approximately 28 feet north of Building C. The backup generators would each be housed in a sound attenuated enclosure and would not be used on a constant basis. In addition, the fencing in this area is planned to be replaced with a 6-8' tall block wall. Testing of the generators would be required by the California Building Code to occur monthly between the hours of 7:00 a.m. and 10:00 p.m. for up to 2 hours under heavy load bi-weekly throughout the year. The backup generators would only be in continuous operation during power outages until the electrical power was re-established to the Cox Facility. The RTUS would be in continuous use.

The RTUs and backup generator noise were modeled with SoundPLAN Essential 3.0 noise modeling software. SoundPLAN allows computer simulations of noise situations, and creates noise contour maps using reference noise levels, topography, point and area noise sources, mobile noise sources, and intervening structures. The proposed backup generators have a typical noise level of approximately 92 dBA at a distance of 23 feet (7 meters) without a sound attenuation enclosure. The typical noise level associated with RTUs is 50.0 dBA at a distance of 50 feet. The existing utility yard located to the north of Building C has an existing 5 to 6-foot tall concrete masonry unit wall along the east and north property lines. This wall provides sound attenuation at off-site uses from noise produced by the existing HVAC units and generators north of Building C Headquarters. However, there is a gap in the concrete masonry wall consisting of a chain link directly north of the new generator site. One of the project components is the replacement of the chain link portion with concrete masonry block. The new concrete masonry wall would be 8 feet high in this location according to the Architectural Site Plan in Figure 1 and is not accounted for in the model which discusses a 6-foot-high wall in this location

As outlined in the SoundPLAN submitted for this project, a custom sound enclosure has been designed to attenuate the generator noise levels to 65 dBA at a distance of 23 feet away from the generator. The nearest sensitive receptor is the residence located to the northeast and approximately 15 feet from the property line and 25 feet from the nearest generator enclosure. The enclosure has been designed with materials to absorb the sound. Additionally, air flow intake and discharge would include baffles and louvers designed to minimize noise. Further, the enclosure would include a roof mounted inlet silencer assembly with horizontal baffle panels and weather louvers and bird screen. The enclosure doors will be sealed, and sound rated.

The modeling and accompanying calculations determined the 60-65 dBA noise contour would slightly extend past the northern property line, and the six receiver points at the property line were modeled at a range of 52.1 to 63.3 dBA.

Although the project proposes an 8-foot-high wall along the northeast boundary, a six-foot tall concrete-masonry wall was modeled in SoundPLAN along the full extent of the northern and eastern property line to the north and east of Building C Headquarters.

Table NOI-4 Noise Levels Associated with Generators					
Location/Use	**Distance**	**Generator without Attenuation in dBA[1]**	**Generator with Attenuation in dBA[2]**	**General Plan Noise Standards**	**Consistent with General Plan with Attenuation? Yes/No**
East/Residential	10 feet	92 and 63.3[1]	51.7	50-60	Yes
South/ Residential[3]	340 feet-	--	--	50-60	--
West/ Commercial[3]	380 feet	--	--	50-67.5	--
North/Railroad	10 feet	92 and 65[1]	55.0	50-67.5	Yes
1-Typical generator noise 92dBA as proposed with generator enclosure design reduces dBA to 63.3 at 10 feet. 2-With proposed 6 foot wall along north wall. 3-Outside of technical noise study area.					

In the noise technical study, Exhibit 2a, *Proposed Generators Noise Level Contours With 6- Foot High Wall,* the 60-65 dBA noise contour would minimally extend past the site's northern property line with implementation of a six-foot tall CMU wall. In addition, as shown in noise technical study Exhibit 2b, *Proposed Generators Noise Levels at Single Points With 6-Foot High Wall*, noise levels at the six modeled receiver points range from 50.0 to 55.0 dBA at the proposed wall location. While the model used a 6-foot-high concrete masonry wall, the project includes the use of an 8-foot-high wall. The 8-foot-high wall will further attenuate the noise levels consistent with above checklist item a, and City thresholds NOI-1 and NOI-2 and result in noise levels in keeping with the City's standards. Therefore, generator noise levels which are intermittent and not continuous, would not exceed the City's 60 dBA standard beyond the Cox property line with construction of a CMU wall to the north and east of Building 'C Headquarters as shown in Table NOI-4.

Critical Facility RTU Noise Analysis

Noise levels from the operation of six RTUs at the new Critical Telecommunications Facility Building were calculated using the reference noise levels in SoundPLAN (50 dBA at 50 feet). Proposed Critical Facility RTUs Noise Levels at Single Points, shows the hourly average sound levels (Leq) for the proposed RTUs at five discrete receivers along the eastern, southern, and western boundaries of the project site. The modeled noise levels in the noise technical study in Appendix F conservatively depict noise associated with the simultaneous operation of the six RTUs, which is the worst case. The modeling incorporates all of the site features and takes into account site topography and absorption/reflection from existing and proposed buildings and walls (including the surrounding 7 to 8-foot tall parapet walls). The addition of a new 8-foot tall wall along the east boundary will further shield the residential uses located adjacent to the project site.

Table NOI-5 Noise Levels Associated with Roof Top Units					
Location/Use	**Distance**	**RTU without Attenuation in dBA**	**RTU with Attenuation in dBA[1]**	**General Plan Noise Standards**	**Consistent with General Plan with Attenuation? Yes/No**
East/Residential	50 feet	50[2]	47.6	50-60	Yes
South/ Residential	65 feet	50[2]	47.5	50-60	Yes
West/ Commercial	25 feet	--	49.8	50-67.5	Yes
North/Railroad[3]	200 feet (+/-)	--	--	50-67.5	--
1-Modeled with parapet wall enclosure of RTU 2-RTU typical noise level is 50.0 dBA at 50 feet. 3-Outside of technical noise study area.					

As depicted in the noise technical study Exhibit 3, the five receiver points modeled at the property line range from 46.4 to 49.8 dBA, which is below the City's 60 dBA noise limit at edge of property line. As such, as depicted in noise technical analysis Exhibits 1a and 1b in Appendix F, noise generated by the RTUs at the new Critical Facility Building would not exceed the City's 60 dBA noise standard as shown in Table NOI-5.

With standard conditions of approval implemented during construction as required by the City, short term construction impacts would be less than significant. The technical noise study modeling demonstrated that installation of the project generators with proposed attenuating design enclosures and RTUs with attenuating rooftop enclosures addressing thresholds NOI-1, NOI-2, and NOI-3 for noise at exterior levels would operational noise levels to conform with City noise standards. Therefore, the installation of generators and RTUs would result in a less than significant increase in ambient noise levels in the vicinity of the project in excess of City noise standards.

c. Less than Significant. The project is located approximately 0.5 miles northeast of the Santa Barbara Municipal Airport (SBMA) and is well outside of the future 60dBA noise level contour line as depicted in Figure 9-4 Future Noise Contours Airport (2025) and Railroad (2030). Therefore, while the project site would be located within two miles of an SBMA, employees working onsite would be exposed to less significant airport noise levels.

iv. Cumulative Impacts

The site and the adjacent properties experience high ambient noise levels given the proximity of the Fairview Avenue, Hollister Avenue, and the UPRR and US 101 Rights of Way. The project's construction noise standard conditions of approval and noise attenuating design features would ensure that construction noise would be localized and short term in nature would not contribute to cumulative noise impacts. After construction, the continued operation of the facility would result in minimal contributions to cumulative noise impacts based on the design features (noise enclosures, concrete block walls, parapet walls etc.). As a result, the cumulative noise impacts would be less than significant with the implementation of the proposed mitigation measures.

v. Required Mitigation Measures

No mitigation measures are proposed or needed. However, the following three (3) standard conditions of approval will be imposed.

1. Construction Noise. The following measures must be incorporated into grading and building plan specifications to reduce the impact of construction noise:

a) All construction equipment, fixed or mobile, must be equipped with properly operating and maintained mufflers. Noise attenuation barriers and mufflers of grading equipment must be required for construction equipment generating noise levels above 95dB at 50 feet from the source;
b) Construction noise reduction methods such as but not limited to shutting off idling equipment, installing acoustic barriers around significant sources of stationary construction noise sources, maximizing the distance between equipment and staging areas occupied residential areas, and use of electric air compressors and similar power tools (rather than diesel equipment) must be used when feasible;
c) During construction, stationary construction equipment must be placed such that emitted noise is directed away from sensitive noise receivers in the residences to the south and east;
d) During construction, stockpiling and vehicle staging areas must be located as far as practicable from noise sensitive receptors in the residences to the south and east;
e) Earthmoving equipment operating on the construction site, must be as far away from vibration-sensitive sites (residences to the south and east) as possible; and
f) Construction hours, allowable workdays, the telephone number of the job superintendent must be clearly posted at all construction entrances to enable surrounding owners and residents to contact the job superintendent directly. If the job superintendent receives a complaint, the superintendent must notify the Planning and Environmental Review Directors, and investigate, take appropriate corrective action and report the action taken to the reporting party and the Planning and Environmental Review Director.

All signs must be in place before the start of site preparation and grading activities and maintained through to occupancy clearance or Final Building Inspection Clearance. Requirements a-f must be incorporated as text into all plans sets and must be incorporated graphically into all plan submitted for approval of any Land Use Permit, Grading Permit or Building Permit.

The Planning and Environmental Review Director must verify compliance before issuance of the Land Use Permit, and before commencement of construction activities, and during construction.

2. Construction Notice. The Applicant/Permittee shall provide all adjacent property owners and residents within 300 feet of the construction site with a construction activity schedule and construction routes 30 days in advance of construction activities. Any alterations or additions shall require PER Director approval and 30-days prior notification to affected property owners and residents.

The Applicant/Permittee shall submit a copy of the schedule and mailing list to PER Director. The schedule and mailing list shall be submitted 30-days prior to initiation of any earth movement. PER compliance monitoring staff shall perform periodic site inspections to verify compliance with activity schedules

3. Distancing of Vehicles and Equipment. Noise and ground-borne vibration construction activities whose specific location on the Project site may be flexible (e.g. operation of compressors and generators, cement mixing, general truck idling) must be conducted as far as possible from the nearest noise and vibration sensitive land use.

The location of vehicles and equipment must be designated on building and grading plans. Equipment and vehicles must remain in the designated location throughout construction activities.
The Planning and Environmental Review Director must periodically inspect the site to ensure compliance.

vi. Residual Impacts

Implementation of standard conditions of approval for construction noise above, along with the project attenuating design features (masonry walls, generator enclosures, rooftop shielding) will ensure that project's construction and operational noise levels will remain below the City's thresholds and therefore residual noise will remain less than significant

N. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	

i. Existing Setting

According to the latest published population estimates as of January 1, 2018, the California Department of Finance (DOF) estimates that City has a population of 31,949 people, has approximately 12,021 housing units, and has an average household size of 2.78 people per household (DOF 2018). Upon build out of the GP/CLUP (anticipated to occur by the year 2030), the City's population is expected to reach 38,100.

ii. Thresholds of Significance

A significant impact on population and housing would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b. No Impacts. The project retains the existing office, warehouse, fleet operations, and telecommunications business use of the site and includes demolition of two existing buildings and construction of one new building with a net reduction of 795 square feet in main building space. One new employee is currently projected to be added to the existing onsite 73-person workforce. Therefore, the project would not directly induce substantial population growth. Additionally, the project would not indirectly induce population as there will be no extension of roads or other infrastructure. As described the project does not remove any existing housing units and therefore does not displace any people nor does it necessitate the construction of replacing housing elsewhere. As such, project impacts related to population growth would be less than significant.

iv. Cumulative Impacts:

As the proposed project would not have any appreciable population and housing impacts, the proposed project combined with other similar projects would not result in any cumulatively considerable population and housing impacts.

v. Required/Recommended Mitigation Measures

No mitigation measures are warranted.

vi. Residual Impacts

The project would not result in any population or housing impacts that would result in residual impacts.

o. PUBLIC SERVICES

Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**See Prior Document**
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of these public services:					
Fire protection?			X		
Police protection?			X		
Schools?				X	
Parks?				X	
Other public facilities?				X	

i. Existing Setting

Fire Protection

The project site is located within the urban area, in a central portion of the City of Goleta. Fire services would be provided by Santa Barbara County Fire Department (SBCFD) under contract to the City. The closest fire station to the project site is Station #12 located on 5330 Calle Real (approximately 1.75 miles away). The National Fire Protection Association (NFPA) and SBCFD identify the following three guidelines regarding the provision of fire protection services:

1. A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 persons is the ideal goal. However, one firefighter for every 4,000 persons is the absolute maximum population that should be served.
2. A ratio of one engine company per 12,000 persons, assuming three firefighters per station (or 16,000 persons assuming four firefighters per station), represents the maximum population that should be served by a three-person crew.
3. A five-minute response time in urban areas.

The mandated California Division of Occupational Safety and Health (Cal-OSHA) requirement for firefighter safety, known as the “two-in-two-out rule”, is also applicable.

This rule requires a minimum of two personnel to be available outside a structure prior to entry by firefighters to provide an immediate rescue for trapped or fallen firefighters, as well as immediate assistance in rescue operations.

1) The current ratio of firefighters to population at Fire Station 12 is 1: 5,541 which is above the absolute maximum population that should be served.
2) Response time from Fire Station 12 is typically within 5 minutes,

The SBCFD has implemented a dynamic deployment system, for its fire engines, in addition to the traditional static deployment system from fire stations when the station's engine is "in house". Dynamic deployment allows for the dispatching of engines already on the road for emergency calls rather than dispatching by a station's "first in area", as has been the previous practice. Basically, dynamic deployment uses a Global Positioning System (GPS) to monitor the exact location of each engine in real time. Previously, when an engine was out on routine (non-emergency) activities, such as inspections or training, the engine company was considered "in-service" and its exact location at any given moment in time was not known to County Dispatch. However, with dynamic deployment using the County's GPS, County dispatch has real time information on the exact location of each engine at all times and can dispatch the closest, un-engaged engine to an emergency incident, regardless of which fire station's service area the call originates from. This precludes the need for an in-service engine to have extended run times when another fire engine would be closer. The Fire Department has also added a battalion chief as the fourth fire fighter on scene, in order to meet the "two-in-two-out."

Police Protection

Police services are provided by the Santa Barbara County Sheriff's Department under contract with the City of Goleta (City). The City is divided into 3 patrol units, with 1 police car assigned to each unit. Additional police services are available from Santa Barbara County to supplement City police in an emergency. City police operate from three locations: The City offices at 130 Cremona Drive, an office located in Old Town on Hollister Avenue, and a third location at the Camino Real Marketplace.

Schools

Public education services are provided by the Goleta Union School District (GUSD) and the Santa Barbara Unified School District (SBUSD). In general, enrollments in the area school system have been declining for the past several years and area schools serving the project vicinity are operating below capacity. These schools include Foothill Elementary School at 711 Ribera Drive, Kellogg Elementary School at 475 Cambridge Drive, Goleta Valley Junior High at 6100 Stow Canyon Road, and San Marcos High School at 4750 Hollister Avenue.

Parks

A more detailed discussion of parks is provided below under Recreation. The City currently contains 16 public parks. City parks are considered in combination with open space to provide recreational opportunities and encompass approximately 526 acres, and an existing ratio of 17 acres per 1,000 residents (Goleta GP/CLUP 2006).

Libraries

Services at the Goleta Public Library is owned by the City and is located at 500 North Fairview Avenue. The 2-acre library site includes a 15,437 square foot (SF) building and parking areas. The facility provides services to the City and nearby unincorporated areas including Isla Vista, Hope Ranch, and the Gaviota Coast with a population of approximately 95,202. In the FY 2017/2018, the library had approximately 264,242 visitors and circulated 648,697 items, not counting the items that were downloaded electronically. Services were provided by 6 full-time and 16 part-time employees.

ii. Thresholds of Significance

A significant impact on public services would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's Environmental Thresholds and Guidelines Manual include thresholds of significance for potential impacts on area schools. Specifically, under these thresholds, any project that would result in enough students to generate the need for an additional classroom using current State standards would be considered to result in a significant impact on area schools. The City's Environmental Thresholds and Guidelines Manual notes current State standards are: Grades K-2, 20 students per classroom; Grades 3 -8, 29 students per classroom; and Grades 9 – 12, 28 students per classroom.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less than Significant.

i. Fire Protection

Demolition of the existing Buildings A and B will require a permit from the City and the County of Santa Barbara Fire Department. The new Critical Facility building will have a pre-action sprinkler system, a clean agent system and a fire alarm system. The pre-action sprinkler system will cover the entire building; however, the Equipment Room, Power Room and Fiber Room will also be covered by a specialty protection clean agent system. Existing Building C Headquarters is fire sprinklered with a pre-action sprinkler system for the office use and a clean agent system for the existing telecommunications facility. The existing fire alarm and sprinkler system will be modified with the tenant improvements in Building C Headquarters and the clean agent system will be removed since the telecommunications use will be relocated to the new Critical Facility. The County of Santa Barbara Fire Department reviewed the new Critical Facility and requires the building's back up power systems comply with the California Fire Code (SBCFD Memorandum, December 13, 2018). The project will result in overall reduction in building square footage and no significant change in water fixtures within the buildings, therefore increased water use for fire suppression is not an issue.

Fire protection requirements for the project would include, but would not be limited to, structural fires, emergency medical services, public assistance, and other requests. Once on the scene following any emergency call, the Fire Department would need adequate onsite fire protection facilities. The Fire Department has reviewed the project and determined that the plans prepared by the applicant are acceptable (SBCFD Memorandum, December 13, 2018). Access for the project must be maintained with a minimum 20-foot wide all-weather travel way that is serviceable and maintained for the life

of the project. The project would require compliance with Fire Department standard conditions such as fire sprinklers, proper addressing, gated access, and payment of Fire Department development impact fees. Compliance with these standards in addition to implementation of the dynamic deployment system discussed above would reduce impacts to fire protection services to less than significant.

On December 6, 2018, the City approved the addition of a new Fire Station #10 to serve the western portion of the City. The addition of Fire Station #10 will improve the Citywide firefighter to population ratio to 1:3,681, bringing the service ratio into compliance with the City's minimum service standard. The project will not increase the intensity of use at the project location that would increase beyond the existing demand for fire services, exacerbate the existing firefighter to population ratios deficiency, or change the existing Station #12 response times. As such, the project would have a less than significant impact to fire protection service.

ii. Police Services
As stated above, the Santa Barbara County Sheriff Department provides 24-hour police protection services to the area under contract to the City of Goleta. Demand for police services resulting from the project, would not change measurably from baseline levels in the foreseeable future. Additionally, the project includes adequate patrol car access. Therefore, project related impacts on police services in the City would be less than significant.

a. No Impact.
iii-v. Schools, Parks, Other Facilities
Given the non-residential nature of the project and the expectation that one additional employee would be added to the site, the impacts on student generation would be nominal. It is not expected that this project would result in additional enrollment of school aged children in either the Goleta Union or Santa Barbara School & High School Districts. Similarly, any potential demand generated by the project for parks and other public facilities/services would be minimal. Therefore, the project would have no impact to schools, parks, or other public facilities.

iv. Cumulative Impacts
There are no project specific significant impacts to public services as described above, as there would be less than appreciable change in intensity to existing onsite use from this project. The City recently approved construction of Fire Station 10 on the west side of town that will reduce the existing deficiency in Citywide firefighter to population ratios to 1:3,681. The project would result in less than considerable incremental contribution to cumulative impacts on any Public Services.

v. Mitigation Measures / Residual Impact
No impacts are identified. Therefore, mitigation is not necessary and residual impacts would not occur.

P. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X	

i. Existing Setting

As of 2005 as identified within the GP/CLUP, the City of Goleta has 16 public parks, 4 private parks, and 18 public open spaces areas comprising a total of 526 acres. This is approximately 17 acres per thousand residents. The City has adopted a goal of providing 4.7 acres of parkland (open space lands whose primary purpose is recreation) per thousand residents. The City's single recreation center is the Goleta Valley Community Center.

ii. Thresholds of Significance

A significant impact on recreation would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a, b. No Impact. This project is limited in scope in that it retains the existing office, warehouse, fleet operations, and telecommunications business use of the site and includes demolition of two existing buildings and construction of one new building with a net reduction of 795 square feet in main building space. One new employee is currently projected to be added to the existing onsite 73-person workforce. As such, the project would not create a demand nor increase the use of existing park/recreational facilities within the community. Further, no recreational facilities are proposed with this project, nor given the nature of the proposal would the project require the construction of additional recreation space. Therefore, no impacts associated with the construction of recreational facilities would occur.

iv. Cumulative Impacts

The project would not result in any significant project-specific effects on recreational facilities or create any substantial new demand for such recreational amenities.

v. Required/Recommended Mitigation Measures

Based on the above analysis, no mitigation measures would be required.

vi. Residual Impact

Residual project related impacts on public services would be less than significant.

Q. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X		
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X		
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		
d. Result in inadequate emergency access?			X		

This section incorporates the analysis, findings, and recommendations in *the Updated Traffic and Parking Analysis for the Cox Communications Project – City of Goleta* (Associated Transportation Engineers, Updated March 5, 2019) that is Appendix G to this document The Traffic and Parking Analysis includes the project Construction Transportation and Parking Management Plan.

i. Existing Setting

As detailed in the Project Description above, the existing Cox Communications site is located at 22 South Fairview Avenue and currently contains 3 buildings (A, B and C) totaling 34,794 SF. The existing Cox operations employees of 73 people. Twenty-one (21) employees work on site Monday through Friday during regular business hours, from roughly 8:00 am to 5:00 pm. The other 52 employees are field technicians who utilize fleet vehicles and pickup equipment for service calls three times per week between 7:30 am and 10:30 am.

Regulatory Setting

The Santa Barbara County Association of Governments (SBCAG) coordinates with regional agencies, including the City of Goleta to prepare and implement the SBCAG 2016 Congestion Management Program (CMP). The CMP coordinates regional and multi-

jurisdictional issues related to congestion, land development, and air quality, and efficient use of limited transportation funds. The CMP defines the roadway facilities (intersections and road segments), appropriate roadways level of service (LOS) standards, performance measures including vehicle miles travelled (VMT), alternative transportation methods, land use impacts, and a capital improvement program. The City of Goleta General Plan Transportation Element establishes the Citywide LOS in coordination with SBCAG and is consistent with the CMP.

ii. Thresholds of Significance

A significant project generated traffic impact would be expected to occur if the project resulted in any of the impacts noted in the above checklist. Additional thresholds of significance are set forth in the City's Thresholds Manual and include the following:

Threshold TRA-1. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below or sends at least 5, 10, or 15 trips to intersections operating at LOS F, E or D, respectively.

LEVEL OF SERVICE (Including the project)	INCREASE IN V/C (Greater than)
A	.20
B	.15
C	.10
OR THE ADDITION OF	
D	15 trips
E	10 trips
F	5 trips

Threshold TRA-2. Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.

Threshold TRA-3. Project adds traffic to a roadway that has design features (e.g. narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with a substantial increase in traffic (e.g. rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that would become potential safety problems with the addition of project or cumulative traffic.

Threshold TRA-4. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

The project will remove existing Building A, which contains 3,360 SF of office space, and Building B, which contains 4,124 SF of warehouse space. A new 6,519 SF building would be constructed' and a 170 SF elevator structure would be added to Building C (net reduction of 795 SF). After construction, one additional employee would be added to the onsite workforce.

a, b, TRA-1, TRA-2, TRA-4. Less than Significant. The project is located within 1/4 mile of the Hollister Avenue and Fairview Avenue intersection identified in the SBCAG 2016 CMP Table 4.3 *CMP Intersections Located Within Transit Priority Area*. The project site is located 0.4 miles from the nearest Metropolitan Transit District (MTD) bus line which is located on Hollister just west of Nectarine. This west bound bus stop is served by the MTD Bus Route 6. The project is also located approximately 0.75 miles from the MTD transit east bound stop at the Hollister Avenue and Kellogg Avenue. The project's location does not conflict with a transit plan or transit activities.

The City Bicycle and Pedestrian Master Plan identifies implementation priorities for the City's vision for an integrated bicycle and pedestrian network. The project is located adjacent to planned improvements to Fairview Avenue and Hollister Avenue. The project continued use of the location for office, warehouse, fleet operations, and telecommunications use at similar intensities does not propose a change to the intensity of use of the existing transit, roadway, bicycle and pedestrian facilities that would result in a significant impact to a City plan, concept plan or implementing ordinance for the circulation system.

To assess the proposed project's potential to conflict with the SBCAG 2016 CMP by causing operational impacts to the City of Goleta road system, trip generation estimates were calculated for the existing and proposed project uses based on the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. During construction, most of the existing on-site workers will temporarily be relocated to an off-site location. Cox has a fleet of 85 company vehicles and 85 employees located at the project site. It is estimated that Cox will maintain 20 employees onsite after Building A is demolished. Up to twenty-seven office employees will be relocated to a local off-site office location at 30 South Patera Lane approximately 1.10 miles west of the project site (via roadways). The parking plan for the fleet vehicles during the temporary construction phase is outlined below.

1. Up to 40 vehicles will park at the employee's home.
2. Up to 35 vehicles will park onsite (included as employee parking).
3. Up to 20 vehicles will park at an offsite leased parking lot located at 7055 Marketplace Drive (approximately 3.35 miles from the project site via roadways).

As such, only construction workers and those staff needed to monitor and maintain the critical infrastructure will be at the site during construction (estimated to take between 9 to 12 months). The Traffic and Parking study estimated that an average of 15 construction workers are expected on-site with up to a maximum of 30 workers during peak periods. Twelve (12) construction worker parking spaces will be accommodated on-site. The

remaining construction workers will be shuttled to the site from an off-site location. The plan for construction worker parking is outlined below.

- There will be a total of up to 4 shuttle van trips per day (2 in the morning and 2 in the evening)
  1-3 small construction deliveries per day
- 1-2 large construction deliveries per week. Dumpsters will be replaced every 2-3 days
- A construction trailer and containers will be placed on-site with 12 parking spaces for visitor and construction administration personnel
- The construction work area has been designed to accommodate deliveries
- The shuttle schedule will avoid peak hour trip times (6:45 AM and 3:45 PM)
- The shuttle lot will be within a 3-4-mile radius of the project site and determined prior to building permit issuance (tentatively identified as 140 Frederick Lopez Road, approximately 0.64 miles from the project site via surface roads).

With the implementation of the Construction Transportation and Parking Management (CTPM) Plan components outlined above and included in the projects Updated Traffic and Parking Analysis, dated March 5, 2019, the Cox project would accommodate temporary construction traffic by relocating workforce, limiting the number of trips, and requiring that trips occur outside of peak travel times. Therefore, the CTPM Plan approach to traffic will result in a less than significant temporary construction traffic impact to roadway and intersection LOS in the area adjacent to the project site and the satellite employment and parking locations.

In regard to the long-term use, the Traffic and Parking Analysis applied rates for Warehouses (Land Use Code #150) to the warehouse and telecommunications equipment components of the project, and the rates for Offices (Land Use Code #710 were applied to the office uses as shown in Table TRA-1 below.

Table TRA-1
Project Trip Generation Estimates

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips (In/ Out)	Rate	Trips (In/Out)
Existing Project Trips							
Building A - Office	3,360 SF	9.74	33	1.16	4 (3/1)	1.15	4 (1/3)
Building B - Warehouse	4,124 SF	1.74	7	0.17	1 (1/0)	0.19	1 (0/1)
Building C - Office	20,780 SF	9.74	202	1.16	24 (21/3)	1.15	24 (4/20)
Building C - Telecom	6,530 SF	1.74	11	0.17	1 (1/0)	0.19	1 (0/1)
Subtotal	34,794 SF		253		30 (26/4)		30 (5/25)
Proposed Site Trips							
New Building-Telecom	6,519SF	1.74	11	0.17	1 (1/0)	0.19	1 (0/1)
Building C - Office	18,824 SF	9.74	183	1.16	22 (19/3)	1.15	22 (4/18)
Building C- Warehouse	8,656 SF	1.74	15	0.17	1 (1/0)	0.19	2 (1/1)
Subtotal	33,999 SF		209		24 (21/3)		25 (5/20)
Net Trip Generation			-44		-6 (-5/-1)		-5 (-0/-5)

The Traffic and Parking analysis concludes that the project would result in a net reduction of 44 average daily trips (ADT), a net reduction of 6 AM peak hour trips, and

a net reduction of 5 PM peak hour trips. As such, operation of the project would not generate additional traffic trips than presently and therefore would not exceed the established LOS or Volume to Capacity ratio established in the General Plan Transportation Element, detailed in City Thresholds TRA-1, TRA-2, and TRA-4 above and the SBCAG 2016 CMP per checklist item b above. Therefore, the project generated traffic would be consistent with the applicable congestion management program and result in a less than significant impact to applicable City LOS and Volume to Capacity ratio thresholds.

Lastly, the existing project with office, fleet operations, warehouse, and telecommunications use were estimated by the CalEEMod v. 2016.3.2 to generate 509,652 vehicle miles travelled (VMT) annually (See Appendix A for the CalEEMod Summary Report Table 4.2 Trip Summary Information. The project would result in a net building area reduction of 795 square feet and an addition of one employee bringing employment at the site to 74 persons. These project changes would not lead to an appreciable change in the VMT. The project is also located 1.2 miles from the Goleta Amtrak station. As noted above the site is located within 0.4 and 0.75 miles of MTD bus stops along MTD's Route 6 that connects Goleta and Santa Barbara. Based on the nature of the project and its location, no impacts are expected to occur.

c, d, TRA-3. Less than Significant. The project does not propose a change to the existing primary driveway access to the site from the South Fairview Avenue cul-de-sac or change the existing roadway configurations. Further the continued use of the site is not incompatible with the uses along South Fairview Avenue. The change in location to the key card kiosk and the automatic traffic gate would be positioned in a manner that would allow for sufficient stacking of vehicles without impacting South Fairview Avenue. This design feature would allow for vehicle queuing at the entrance in a manner that would not result in poor sight distance for vehicle or generate traffic incompatible with surrounding uses that would create a potential safety issue. The project circulation plan has been reviewed by the County of Santa Barbara Fire Department who establishes emergency access conditions applicable to the project for which compliance is required prior to issuance of occupancy permits (County of Santa Barbara Fire Department Memorandum, December 13, 2018). To ensure fire safety, the proposed project would have to comply with SBCFD's requirements pertaining to building construction, site access, adequacy of flows, and the applicant would install a proposed new fire hydrant. Additionally, pursuant to Policy PF 3.3 in the Goleta GP/CLUP and as updated with the 2019 Development Impact Fee (DIF) Nexus study and be required to pay a DIF related to the provision fire services, and payment of a DIF toward fire protection would occur, impacts to emergency access would be less than significant. Therefore, the project would have a less than significant impact as a result of creating an increase in hazards due to a design feature nor result in inadequate emergency access.

iv. Cumulative Impacts

The project will not increase the employment intensity or change land uses at the site that would contribute incrementally to cumulative traffic that would exceed the LOS or V/C ratio that would result in a conflict with the General Plan or SBCAG 2016 CMP that would result in a cumulative impact to the regional road system. Under CEQA Guidelines section 15064.3(b), generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Since the project would not result in a significant increase in VMT and is located near public bus service and in proximity to train

service it is expected to not have a significant impact due to a conflict or inconsistency with CEQA Guidelines section 15064.3(b).

v. Required/Recommended Mitigation Measures/Residual Impacts

Since the project is not expected to conflict with transportation plans and programs, nor introduce design hazards, mitigation measures are not required, and no residual impacts expected.

R. TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X		
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X			

This section incorporates the analysis, findings, and recommendations in *the Phase I Archaeological Investigation 22 South Fairview Avenue, APN 071-021-044, Goleta, California* (Dudek, June 2018). The document is referenced herein contains confidential information is on file with the City of Goleta and may be released to the public only with prior authorization by the appropriate Tribal representative and City of Goleta Planning and Environmental Review Department in accordance with applicable law. Tribal Cultural Resources are also discussed in section E above.

i. Existing Setting

Evidence exists for the presence of humans in the Santa Barbara coastal area for thousands of years. At the time of this first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash Language (General Plan Final EIR (GP FEIR)). This group later became known as the Barbareno Chumash. The Chumash were hunters and gathers who lived in areas surrounding the much larger prehistoric Goleta Slough. The prevalent Chumash

population at the time of Spanish contact occupied at least 10 Chumash villages in the Goleta Area and immediate vicinity (GP FEIR).

As provided in the City's GP FEIR (Section 3.5, Cultural Resources), the City is known to contain prehistoric, ethnographic, historical and paleontological resources. The City's GP FEIR (Figure 3.5-1, Historic Resources), shows areas containing sensitive historic/cultural resources.

Previous Environmental Review
The Goleta Service Center FEIR (82-EIR-5) determined that due to the sensitivity of archaeological resources in the project vicinity and on-site, the potential exists for site-specific damage to these resources associated with grading and foundation construction. The FEIR found that the project would have a less than significant impact to archaeological and cultural resources onsite with mitigation that required the presence of a qualified archaeologist and a local Native American observer to monitor all on-site excavations. In the event significant resources were discovered on the project site, work would stop until proper resource investigations could occur.

Since development of the Cox Communication site, the area became a part of the City of Goleta when the City incorporated in 2002. New cultural resources policies were adopted relevant to the area with the adoption of the City of Goleta's 2006 General Plan/Coastal Land Use Plan. The City's General Plan/Coastal Land Use Plan FEIR analyzed the potential cultural resources impacts associated with buildout of the land uses in the General Plan. The General Plan FEIR found that loss or destruction of significant cultural, historical, or paleontological resources within the City as a whole would constitute a long-term impact because such resources are nonrenewable and unique. However, for all but the most significant and unique sites, it would be possible to implement mitigation measures consistent with the following General Plan policies would serve to reduce potential cultural and historic resources impacts to less than significant levels with mitigation (Class III or IV Impact)

- Policy OS 8: Protection of Native American and Paleontological Resources
- Policy VH 5: Historic Resources
- Policy VH 6: Historical and Cultural Landscapes

ii. Thresholds of Significance
The project would be considered to have a significant impact on tribal cultural resources if it were to cause a substantial adverse change in the significance of a tribal cultural resource as defined in the checklist above.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. i and ii. Less than Significant with Mitigation. The City made a request to the Native American Heritage Commission (NAHC) on December 20, 2018 for the Sacred Lands File related to the project per Public Resources Code Section 5097.96 and Native American Contacts list. The City received a response from the NAHC on December 27, 2018 with a Tribal Consultation List. No information regarding the requested Sacred Lands File search was provided in the NAHC response. On January 3, 2019, the City sent letters inviting consultation to the tribal representatives identified on the list provided by the NAHC as

having a traditional and cultural association with the geographic area of the proposed project pursuant to Public Resources Code Section 21080.3.1. The City received a request and held a consultation with Chumash representatives on March 5, 2019 and on April 2, 2019. The applicant, City, and Chumash representatives concluded consultation to the satisfaction of the parties on April 29, 2019.

An archaeological site records and literature search of the California Historical Resources Information System (CHRIS) Central Coast Information Center (CCIC), University of California, Santa Barbara, was conducted on June 15, 2018 (see Appendix A). The records search identified all recorded archaeological sites and investigations within the proposed Project area and a 0.5-mile buffer distance. According to the archaeological Phase I, one archaeological site is recorded in the immediate vicinity of the Project area, while 11 additional archaeological sites are located within the 0.5-mile buffer area. Six previous investigations are noted within the Project area and 122 previous investigations are noted within the 0.5-mile buffer area.

The Project area is located in the eastern periphery of the archaeological site CA-SBA-60, known also as the historic Chumash village of Saspilil (Brown 1967:32). This site was originally recorded as along both banks of Las Vegas Creek and its confluence of San Pedro Creek, and north of US 101. Systematic excavations and construction monitoring have determined that the site extends west beyond the present configuration of San Pedro Creek (Science Applications International Corporation 1994), while the eastern boundary has not been precisely identified (see the Phase I Appendix A for the CA-SBA-60 site record).

The City did not receive information about the project site being listed or described in the Sacred Lands File, being listed among the sites identified on General Plan Figure 3.5-1 Historic Resources, nor identified as an officially designated or recognized as historically significant site in the CHRIS system by a local government pursuant to a local ordinance or resolution.

According to the Phase I Archaeological report findings, review of previous investigations within and in the vicinity of the Project site, including ground surface survey, test excavations, and construction monitoring, has concluded that prehistoric and historic-period cultural materials identified east of South Fairview Avenue, and north of Hollister Avenue, and south of the UPRR occur within previously disturbed or redeposited soils. Due to the absence of any prehistoric or historic resources identified within intact soils during previous surveys, excavations, and monitoring activities, the potential for intact unknown buried prehistoric archaeological resources within the proposed Project area is considered very low. The Phase I Archaeological report concluded that the project would not have substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074.

However, as discussed in Section E, Cultural Resources, above, information shared during the Native American consultation is different on this point. There is the potential for Native American artifacts including human remains to be present, based on information shared by the Santa Ynez Band of Chumash Indians and due to the site's proximity to the known village site on the westside of Fairview Avenue. (Consultation with Freddie Romero, Santa Ynez Band of Chumash Indians, March 5, 2019). Therefore, the project would have the potential to have a significant impact to tribal cultural resources as defined by Public Resources Code section 21074. Implementation of resource protective

construction monitoring and treatment of remains in Mitigation Measures CUL-1 through CUL-3.

iv. Cumulative Impacts

In general, cumulative impacts to tribal cultural resources would occur when a series of actions leads to the loss of a substantial type of site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. Consistent with the City General Plan, potential project related contributions to cumulative impacts to yet to be discovered tribal cultural resources in the incorporated City of Goleta are reduced to less than significant by implementation of resource protective construction monitoring for potential discovery and handling of tribal cultural resources and treatment of remains in Mitigation Measures CUL-1 through CUL-3.

v. Required/Recommended Mitigation Measures

Mitigation Measures CUL-1 through CUL-3 (see section E, Cultural Resources, above) will ensure that a Construction Monitoring Plan would be prepared, onsite construction activity would be monitored by a city-qualified archaeologist and local Chumash tribal observer, and in the event human remains are uncovered, that established procedures are followed for the treatment of tribal cultural resources and human remains consistent with Public Resources Code § 5097.98 and that the NAHC is and the Most Likely Descendent notified.

vi. Residual Impact

With Mitigation Measures CUL-1 through CUL-3 implemented, less than significant CEQA defined residual impacts to Tribal Cultural Resources would occur due to the project.

S. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X		
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X		
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X		
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X		

i. Existing Setting

Wastewater Treatment

Wastewater in the project area is collected and treated by the Goleta Sanitary District (GSD) at the Goleta Wastewater Treatment Plant (GWWTP). The GWWTP has a design capacity of 9.7 million gallons per day (mgd), based on an average daily flow rate. However, the discharge is restricted under the facility's National Pollution Discharge Elimination System (NPDES) permit (Permit No. CA0048160) (a Clean Water Act Requirement by the U.S. EPA), to a daily dry weather discharge of 7.64 mgd (RWQCB, 2010). GSD owns 59.22 percent of the capacity rights at the GWWTP, which gives GSD an allotment of 4.52 mgd of treatment capacity. GSD currently contributes 2.54 mgd in flow to the GWWTP, leaving GSD 1.98 mgd of remaining capacity.

At the present time the plant's treatment system consists of primary settling, biofiltration, aeration, secondary clarification, chlorine disinfection, and de-chlorination. Wastewater flows greater than 4.38 million gallons per day (MGD), receive primary treatment only and

are blended with treated secondary wastewater prior to disinfection and discharge to the ocean. Treated wastewater is discharged to the Pacific Ocean through a diffuser 5,912 feet offshore at a depth of approximately 87 feet. The GSD treatment facilities are in the process of a major voluntary upgrade from the current partial secondary blended process to full secondary treatment, which consists of removing or reducing contaminants or growths that are left in the wastewater from the partial secondary treatment process. When the treatment plant upgrades are completed, the plant will be able to discharge effluent that has been treated to full secondary standards as well have the capacity to treat wastewater to the tertiary standards required for recycled water use.

Water Sources, Supply, and Demand [2]

The Goleta Water District (GWD) is the water purveyor for the City of Goleta and surrounding areas. The GWD service area is located in the southern portion of Santa Barbara County with its western border adjacent to the El Capitan State Park, its northern border along the foothills of the Santa Ynez Mountains and the Los Padres National Forest, the City of Santa Barbara to the east, and the Pacific Ocean to the south. The service area encompasses approximately 29,000 acres and includes the City of Goleta, University of California, and Santa Barbara Airport (City of Santa Barbara property); the remainder of the service area is located in the unincorporated County of Santa Barbara. GWD provides water service to approximately 86,946 people through a distribution system that includes over 270 miles of pipeline, as well as eight reservoirs ranging in individual capacity from 0.3 million gallons to over 6 million gallons, with a total combined capacity of approximately 20.2 million gallons.

Drainage Facilities
All stormwater runoff, as well as tailwater from landscape irrigation onsite, surface flows to South Fairview Avenue then to a storm drain located along the north side of Hollister Avenue and ultimately the Goleta Slough.

Landfill Capacity and Solid Waste
The County of Santa Barbara County owns and, through its Public Works Department (Department), operates the Tajiguas Landfill as well as the South Coast Recycling and Transfer Station. The management of solid waste by the Department includes collection, recycling, disposal, and mitigation for illegal dumping. Within the City, collection services are provided by Marborg Industries. Waste generated in the City is handled at the South Coast Recycling and Transfer Station where recyclable and organic materials are sorted. The remaining solid waste is disposed of at the Tajiguas Landfill.

The 80-acre Tajiguas Landfill, located 26 miles west of Santa Barbara, has a permitted capacity of 23.3 million cubic yards of which 71% is already utilized. The facility is permitted to operate through 2020 and based on current waste disposal rates it will reach its 23.3 million cubic yard capacity in approximately 2023. The South Coast Recycling and Transfer Station process 550 tons of waste per day (City of Goleta, GP/CLUP FEIR, 2006).

[2] The source of the data provided in this section, except as otherwise noted, is Goleta Water District, *Water Supply Assessment City of Goleta Proposed Amended General Plan/Coastal Land Use Plan*, May 22, 2008.

ii. Thresholds of Significance

A significant impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a. Less Than Significant. As described, the project will result in the net reduction of building area on the site. All utilities exist on site to serve the development and have the capacity to support the development. However, utilities will need to be routed to the southeastern portion of the site as shown on the site plan to support the new Critical facilities structures in addition to maintaining service to Building C. The relocation and extension of onsite utilities will occur within the footprint of existing onsite development and is minor in nature. The onsite stormwater drainage will be required to be designed and constructed in compliance with Regional Water Quality Control Board regulations and City of Goleta development standards prior to issuance of a building permit. Therefore, the project would result in less than significant environmental effects from relocation of onsite utilities and stormwater drainage.

b, c. Less Than Significant. Water for the project would be provided by the Goleta Water District (GWD). Based on demand factors used by GWD, the existing buildings to be removed have an annual water demand estimated to be 0.532 AF. The new Critical Facility would add an estimated 0.53AF annual demand, which is 0.002AF less than the existing estimated demand (Personal. Communication. Jim Heaton, email February 13, 2019). As such, the project will not change water use onsite nor exceed available water and development of the project would pose a less than significant impact on the area's water supply.

The project would not change existing uses onsite and result in an overall reduction of 795 SF in building area as described. The project would not result in a net increase in wastewater produced onsite. The project already has Sewer Service Connection Permit from the GSD to guarantee sewer service and would be required to obtain service extension to the New Critical Facility. Therefore, the project's contribution to waste water discharge would be less than significant.

d, e. Less Than Significant.

Long Term Operational

The City's Thresholds Manual provides solid waste generation factors for a variety of land uses. Using the rates provided for office, warehouse, and communications development, the project would continue to generate approximately 55.27 tons per year of solid waste. This is an estimated decrease over the existing use at the site. The quantity of solid waste to be disposed of at landfills (non-recycled waste) is typically estimated at 50% of the total solid waste generation. The net new non-recycled waste from the project is therefore estimated at 27.63 tons per year. This amount does not exceed the City's project specific threshold of 196 tons per year. Therefore, the project's operational specific impact on solid waste disposal capacity at the Tajiguas Landfill would be less than significant.

Construction/ Demolition Debris

The California Green Building Code requires demolition of any structure requiring a permit to divert 65% of the construction materials generated during construction. Therefore, the

City has implemented a mandatory Construction and Demolition (C&D) Debris Recycling Program to divert at least 65% of these highly recoverable materials from the landfill in accordance with state law. In order to address the waste, applicable standard conditions require preparation and implementation of a Pre-Waste Reduction and Recycling Plan (Pre-WRRP) in accordance with the City of Goleta's Construction and Demolition Debris Recycling Program Waste Reduction and Recycling Guidance Document will be imposed. The applicant must substantiate how a 65% diversion factor will be achieved. The project would have a less than significant impact to solid waste with the implementation of standard conditions of approval that ensure compliance with the City's Recycling Program that meets the City goals for waste diversion.

iv. Cumulative Impacts

Project contributions to cumulative impacts on the GWD's water supply, GSD's sewage treatment capacity, and the City storm drain system would be less than significant based on the above analysis. As the anticipated solid waste flow generated by the project's operation would not increase over the existing amount or be a project specific significant impact. Any increase in the solid waste stream in excess of 1% of that estimated in the Santa Barbara County *Source Reduction and Recycling Element* (SRRE) would be an adverse contribution to cumulative impacts on the Tajiguas Landfill due to its very limited remaining capacity. Pursuant to the City's Thresholds Manual, any project generating more than 40 tons/year after receiving a 50% credit for source reduction and recycling would pose an adverse contribution to cumulative impacts on landfill capacity and the County's ability to handle its long-term solid waste stream. However, in this instance the estimated project generation rate of 27.63 tons per is slightly reduced from the current generation rate and well below the City threshold of 40 tons per year and as such, project contributions to cumulative solid waste flow would be less than significant.

v. Required Mitigation Measures

No mitigation measures are proposed or needed. However, the following standard condition of approval will be imposed.

Waste Reduction and Recycling Plan. The permittee must secure approval from the Public Works Director or designee, a Pre-Waste Reduction and Recycling Plan (Pre-WRRP). The Pre-WRRP shall be prepared in accordance with the City of Goleta's *Construction and Demolition Debris Recycling Program Waste Reduction and Recycling Guidance Document.* The plan must demonstrate how a 65% diversion goal will be met during demolition/ construction.

This requirement shall be printed on the Grading and Building plans, and the Applicant/Permittee shall contract with a City-approved hauler to facilitate the recycling of all construction recoverable/recyclable material. Further, the Applicant/Permittee must provide a copy of the Contract with City-approved hauler to the City.

The Public Works Director or designee will assure preparation of the Pre-WRRP and the Building Department must verify compliance before issuance of the demolition and construction permit(s), and before commencement of construction activities, and during construction.

vi. Residual Impact

The project would result in no residual impacts to utilities and service systems with implementation of standard conditions of approval.

T. WILDFIRE

If located in or near a state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorpo-rated**	**Less Than Significant Impact**	**No Impact**	**See Prior Doc-ument**
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?			X		
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?			X		
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X		
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X		

i. Existing Setting

The project site is not located in a very high fire hazard severity zone or in or near areas of state responsibility. The site located in a designated Local Responsibility Area (LRA) Incorporated on the California Department of Forestry and Fire Protection Fire Hazards Severity Zone in State Responsibility Areas Map (CALFIRE, November 7, 2007).

ii. Thresholds of Significance

The project would have a significant impact if it is near a state responsibility areas or lands classified as very high fire hazard severity zones, if the project were found to cause an impact defined in the above checklist.

iii. Project Specific Impacts

Environmental Checklist and Thresholds Discussion

a-d. Less than Significant. The project is located approximately 1.03 miles south of the nearest designated High Fire Hazard Area in a state responsibility area. The project will consist of office, warehouse, fleet operations, and telecommunications uses and located in an urban area that receives fire protection from the County of Santa Barbara Fire Department. The project does not propose a use that has been determined to be

inconsistent with adopted plans including emergency response plans or an evacuation plan, and therefore would have a less than significant impact to such plans.

The project is not proposing to locate an inconsistent use on vegetated slopes or in areas with potential wildfire fuels or along vegetated slopes that would exacerbate existing or introduce new occupants to into areas with an existing wildfire risk, nor does the project propose infrastructure or utility construction requiring fire breaks. The project is located in a designated urban area that is positioned that prevailing winds could carry wildfire smoke and ash to the project site. This is an existing situation applicable to all urban areas adjacent to state responsibility areas. Since the project is not proposing new uses in direct proximity to wildfire hazard areas, and would not exacerbate existing impacts, exposure of urban uses to wildfire smoke and ash would be less than significant.

The project is located on a developed urban site that will be located outside the 100-year flood zone as mapped in General Plan FEIR Figure 3.9-2 and would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, while the project site is located approximately 1.03 miles from a designated High Fire Hazard zone located in a state responsibility area, the project would not be positioned in a manner that would directly or indirectly exacerbate the risk of a natural disaster by bringing new development to vulnerable areas and would have a less than significant impact.

iv. Cumulative Impacts

The project is located approximately 1.03 miles south of the nearest designated High Fire Hazard Area in a state responsibility area. The project will consist of office, warehouse, fleet operations, and telecommunications uses and located in an urban area that receives fire protection from the County of Santa Barbara Fire Department. Since the project would not directly or indirectly exacerbate an existing but cumulatively considerable impact to state responsibility areas, it would have a less than significant cumulative impact to these areas.

v. Required/Recommended Mitigation Measures

No mitigation is required as the project would have a less than significant impact to state responsibility areas.

vi. Residual Impacts

Since there the project would have a less than significant impact, it would not have a residual impact.

U. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X		
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X		
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		

a. The project is located within the urbanized area on a site developed with commercial office, warehouse, fleet operations, and telecommunications uses. The information in the Biological Resources section of this study indicates the possible project effects on roosting and nesting birds. Refer to Biological Resources Environmental Mitigation Measures for information on mitigating this impact. The impact would be less than significant with the incorporation of the Mitigation Measures. The Cultural and Tribal Resources sections of this study indicates possible project effects on tribal cultural resources including the possibility of human remains. The Cultural Resources and Tribal Cultural Resources sections above detail mitigation tor reducing impacts to these important Cultural and Tribal Cultural Resources to less than significant.

b. This project is consistent with the designated commercial and industrial land uses in the City of Goleta General Plan. This initial study has identified potential impacts in the areas of biological resources, hazards and hazardous resources, cultural/tribal cultural resources and utilities that individually are limited and require mitigation to ensure that the impacts would be reduced to a less than significant level both incrementally and cumulatively. The project approval is conditioned upon implementation of these mitigation

measures that avoid incremental effects that would emerge with implementation of cumulative projects.

c. Project effects on human beings related to cultural resources, noise, hydrology, and transportation/traffic have been analyzed in this study. Impacts on human beings would be less than significant with the incorporation of Mitigation Measures, where required.

16. PREPARERS OF THE INITIAL STUDY, CONTACTS, AND REFERENCES

This document was prepared by City of Goleta Planning and Environmental Review Department staff.

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Jim Heaton, Goleta Water District
Desmond Ho, Santa Barbara County Air Pollution Control District

17. REFERENCES

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18. APPENDICES and ATTACHMENTS:

Appendices

A. CalEEMod Version 2016.3.2 Modeling Results
B. *Final Refined Health Risk Assessment (HRA) for the Cox Critical Facility Project*, Dudek, February 22, 2018. Due to large file size, HRA is available at Planning and Environmental Review Department or online at: https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/ceqa-review
C. *Phase I Archaeological Investigation 22 South Fairview Avenue, APN 071-021-044, Goleta, California* (Dudek, June 2018). *--Confidential file access by appointment and demonstrated need only. Contact Planning and Development Department--*
D. *Letter Report Historical Assessment: 22 South Fairview, Goleta California (APN 071-021-044),* Ronald L. Nye, March 5, 2019.
E-1 *Cox Goleta Critical Facility – Water Quality Memorandum*, Michael Baker International, November 16, 2018. Due to large file size, the Water Quality Memorandum is available at Planning and Environmental Review Department or online at: https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/ceqa-review
E-2 *Goleta Cox Critical Facility – Preliminary Drainage Report,* Michael Baker International, November 16, 2018.
F. *Goleta Expansion – Noise Technical Memorandum*, Michael Baker International, October 15, 2018.
G. *Updated Traffic and Parking Analysis for the Cox Communications Project – City of Goleta,* Associated Transportation Engineers, November 6, 2018

Attachments

1. Project Plans
2. Mitigation Monitoring and Reporting Program

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APPENDICES

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APPENDIX A

CalEEMod Version 2016.3.2 Modeling Results

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Cox Communications Development Plan Amendment 18-093

South Central Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	18.80	1000sqft	0.43	18,800.00	47
Industrial Park	6.52	1000sqft	0.15	6,519.00	0
Unrefrigerated Warehouse-No Rail	8.68	1000sqft	0.20	8,680.00	0
Parking Lot	70.24	1000sqft	1.61	70,242.00	0
	0.00		0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.9	**Precipitation Freq (Days)**	37
Climate Zone	8			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Cox Communications Development Plan Amendment 18-093 - South Central Coast Air Basin, Annual

Project Characteristics - The Cox Communications DPA18-093 Land Use Data from the Project Description
Demolition of Buildings A (3,360 square feet) and B (4,124 square feet).
The uses within these buildings (office and warehouse use) would be relocated to an existing two-story Building C Headquarters (27,310 square feet).
Construction of an elevator on the south elevation of Building C Headquarters
4Construction of a new 6,519 square foot Critical Telecommunications Facility

Land Use - Project will result in overall reduction in building cover by (-795 SF)
The project will result in an increase in landscaping of (+7,170 SF)

Construction Phase -

Demolition - Demolition of Buildings A (3,360 square feet) and B (4,124 square feet).. Additional 6,600 square feet of concrete asphalt to be removed for building pad and trenching for new builcing (Total Demolition 15,084 square feet)
Additional 6,600 square feet of conrete asphalt to be removed (total demolito

Energy Use -

Stationary Sources - Emergency Generators and Fire Pumps -

Land Use Change -

Sequestration -

Mobile Commute Mitigation -

Waste Mitigation -

Cox Communications Development Plan Amendment 18-093 - South Central Coast Air Basin, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	PhaseEndDate	5/11/2020	10/9/2020
tblConstructionPhase	PhaseEndDate	4/13/2020	9/11/2020
tblConstructionPhase	PhaseEndDate	5/28/2019	10/28/2019
tblConstructionPhase	PhaseEndDate	6/10/2019	11/8/2019
tblConstructionPhase	PhaseEndDate	4/27/2020	9/25/2020
tblConstructionPhase	PhaseEndDate	5/31/2019	10/31/2019
tblConstructionPhase	PhaseStartDate	4/28/2020	9/26/2020
tblConstructionPhase	PhaseStartDate	6/11/2019	11/9/2019
tblConstructionPhase	PhaseStartDate	5/1/2019	10/1/2019
tblConstructionPhase	PhaseStartDate	6/1/2019	11/1/2019
tblConstructionPhase	PhaseStartDate	4/14/2020	9/12/2020
tblConstructionPhase	PhaseStartDate	5/29/2019	10/29/2019
tblLandUse	LandUseSquareFeet	6,520.00	6,519.00
tblLandUse	LandUseSquareFeet	70,240.00	70,242.00
tblLandUse	Population	0.00	47.00
tblSequestration	NumberOfNewTrees	0.00	4.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	750.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	50.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	3.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0848	0.7314	0.5240	9.8000e-004	0.0399	0.0380	0.0779	0.0143	0.0359	0.0502	0.0000	86.3841	86.3841	0.0174	0.0000	86.8183
2020	0.6580	1.8515	1.5957	3.0900e-003	0.0421	0.0919	0.1340	0.0114	0.0880	0.0994	0.0000	265.3254	265.3254	0.0448	0.0000	266.4441
Maximum	**0.6580**	**1.8515**	**1.5957**	**3.0900e-003**	**0.0421**	**0.0919**	**0.1340**	**0.0143**	**0.0880**	**0.0994**	**0.0000**	**265.3254**	**265.3254**	**0.0448**	**0.0000**	**266.4441**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0848	0.7314	0.5240	9.8000e-004	0.0399	0.0380	0.0779	0.0143	0.0359	0.0502	0.0000	86.3840	86.3840	0.0174	0.0000	86.8182
2020	0.6580	1.8515	1.5957	3.0900e-003	0.0421	0.0919	0.1340	0.0114	0.0880	0.0994	0.0000	265.3251	265.3251	0.0448	0.0000	266.4438
Maximum	**0.6580**	**1.8515**	**1.5957**	**3.0900e-003**	**0.0421**	**0.0919**	**0.1340**	**0.0143**	**0.0880**	**0.0994**	**0.0000**	**265.3251**	**265.3251**	**0.0448**	**0.0000**	**266.4438**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
2	8-1-2019	10-31-2019	0.2871	0.2871
3	11-1-2019	1-31-2020	0.7695	0.7695
4	2-1-2020	4-30-2020	0.7073	0.7073
5	5-1-2020	7-31-2020	0.7221	0.7221
6	8-1-2020	9-30-2020	0.5489	0.5489
		Highest	0.7695	0.7695

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1793	1.0000e-005	9.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8600e-003	1.8600e-003	0.0000	0.0000	1.9900e-003
Energy	1.4300e-003	0.0130	0.0109	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	146.3676	146.3676	5.7300e-003	1.3900e-003	146.9248
Mobile	0.0677	0.2785	0.7991	2.2000e-003	0.1928	2.5200e-003	0.1953	0.0517	2.3700e-003	0.0540	0.0000	201.8703	201.8703	9.2300e-003	0.0000	202.1011
Stationary	0.0923	0.4128	0.2354	4.4000e-004		0.0136	0.0136		0.0136	0.0136	0.0000	42.8397	42.8397	6.0100e-003	0.0000	42.9898
Waste						0.0000	0.0000		0.0000	0.0000	6.8449	0.0000	6.8449	0.4045	0.0000	16.9578
Water						0.0000	0.0000		0.0000	0.0000	2.1752	14.1047	16.2799	0.2240	5.4000e-003	23.4878
Total	**0.3407**	**0.7043**	**1.0463**	**2.7200e-003**	**0.1928**	**0.0171**	**0.2099**	**0.0517**	**0.0169**	**0.0686**	**9.0201**	**405.1842**	**414.2042**	**0.6495**	**6.7900e-003**	**432.4634**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1793	1.0000e-005	9.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8600e-003	1.8600e-003	0.0000	0.0000	1.9900e-003
Energy	1.4300e-003	0.0130	0.0109	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	146.3676	146.3676	5.7300e-003	1.3900e-003	146.9248
Mobile	0.0677	0.2785	0.7991	2.2000e-003	0.1928	2.5200e-003	0.1953	0.0517	2.3700e-003	0.0540	0.0000	201.8703	201.8703	9.2300e-003	0.0000	202.1011
Stationary	0.0923	0.4128	0.2354	4.4000e-004		0.0136	0.0136		0.0136	0.0136	0.0000	42.8397	42.8397	6.0100e-003	0.0000	42.9898
Waste						0.0000	0.0000		0.0000	0.0000	6.8449	0.0000	6.8449	0.4045	0.0000	16.9578
Water						0.0000	0.0000		0.0000	0.0000	2.1752	14.1047	16.2799	0.2240	5.4000e-003	23.4878
Total	**0.3407**	**0.7043**	**1.0463**	**2.7200e-003**	**0.1928**	**0.0171**	**0.2099**	**0.0517**	**0.0169**	**0.0686**	**9.0201**	**405.1842**	**414.2042**	**0.6495**	**6.7900e-003**	**432.4634**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	2.8320
Vegetation Land Change	0.0000
Total	**2.8320**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2019	10/28/2019	5	20	
2	Site Preparation	Site Preparation	10/29/2019	10/31/2019	5	3	
3	Grading	Grading	11/1/2019	11/8/2019	5	6	
4	Building Construction	Building Construction	11/9/2019	9/11/2020	5	220	
5	Paving	Paving	9/12/2020	9/25/2020	5	10	
6	Architectural Coating	Architectural Coating	9/26/2020	10/9/2020	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 1.61

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 50,999; Non-Residential Outdoor: 17,000; Striped Parking Area: 4,215 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Scrapers	1	8.00	367	0.48
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	69.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	42.00	17.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5900e-003	0.0000	7.5900e-003	1.1500e-003	0.0000	1.1500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0230	0.2268	0.1489	2.4000e-004		0.0129	0.0129		0.0120	0.0120	0.0000	21.4161	21.4161	5.4500e-003	0.0000	21.5524
Total	**0.0230**	**0.2268**	**0.1489**	**2.4000e-004**	**7.5900e-003**	**0.0129**	**0.0205**	**1.1500e-003**	**0.0120**	**0.0132**	**0.0000**	**21.4161**	**21.4161**	**5.4500e-003**	**0.0000**	**21.5524**

3.2 Demolition - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.2000e-004	0.0111	2.6000e-003	3.0000e-005	5.9000e-004	6.0000e-005	6.5000e-004	1.6000e-004	6.0000e-005	2.2000e-004	0.0000	2.6524	2.6524	2.2000e-004	0.0000	2.6580
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	4.3000e-004	4.0800e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	0.9074	0.9074	3.0000e-005	0.0000	0.9081
Total	**8.6000e-004**	**0.0116**	**6.6800e-003**	**4.0000e-005**	**1.6300e-003**	**7.0000e-005**	**1.7000e-003**	**4.4000e-004**	**7.0000e-005**	**5.0000e-004**	**0.0000**	**3.5598**	**3.5598**	**2.5000e-004**	**0.0000**	**3.5661**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5900e-003	0.0000	7.5900e-003	1.1500e-003	0.0000	1.1500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0230	0.2268	0.1489	2.4000e-004		0.0129	0.0129		0.0120	0.0120	0.0000	21.4161	21.4161	5.4500e-003	0.0000	21.5524
Total	**0.0230**	**0.2268**	**0.1489**	**2.4000e-004**	**7.5900e-003**	**0.0129**	**0.0205**	**1.1500e-003**	**0.0120**	**0.0132**	**0.0000**	**21.4161**	**21.4161**	**5.4500e-003**	**0.0000**	**21.5524**

3.2 Demolition - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.2000e-004	0.0111	2.6000e-003	3.0000e-005	5.9000e-004	6.0000e-005	6.5000e-004	1.6000e-004	6.0000e-005	2.2000e-004	0.0000	2.6524	2.6524	2.2000e-004	0.0000	2.6580
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	4.3000e-004	4.0800e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	0.9074	0.9074	3.0000e-005	0.0000	0.9081
Total	**8.6000e-004**	**0.0116**	**6.6800e-003**	**4.0000e-005**	**1.6300e-003**	**7.0000e-005**	**1.7000e-003**	**4.4000e-004**	**7.0000e-005**	**5.0000e-004**	**0.0000**	**3.5598**	**3.5598**	**2.5000e-004**	**0.0000**	**3.5661**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6300e-003	0.0323	0.0179	4.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	3.3020	3.3020	1.0400e-003	0.0000	3.3281
Total	**2.6300e-003**	**0.0323**	**0.0179**	**4.0000e-005**	**2.3900e-003**	**1.2800e-003**	**3.6700e-003**	**2.6000e-004**	**1.1800e-003**	**1.4400e-003**	**0.0000**	**3.3020**	**3.3020**	**1.0400e-003**	**0.0000**	**3.3281**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	3.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0838	0.0838	0.0000	0.0000	0.0838
Total	**5.0000e-005**	**4.0000e-005**	**3.8000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0838**	**0.0838**	**0.0000**	**0.0000**	**0.0838**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6300e-003	0.0323	0.0179	4.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	3.3020	3.3020	1.0400e-003	0.0000	3.3281
Total	**2.6300e-003**	**0.0323**	**0.0179**	**4.0000e-005**	**2.3900e-003**	**1.2800e-003**	**3.6700e-003**	**2.6000e-004**	**1.1800e-003**	**1.4400e-003**	**0.0000**	**3.3020**	**3.3020**	**1.0400e-003**	**0.0000**	**3.3281**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	3.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0838	0.0838	0.0000	0.0000	0.0838
Total	**5.0000e-005**	**4.0000e-005**	**3.8000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0838**	**0.0838**	**0.0000**	**0.0000**	**0.0838**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0900e-003	0.0682	0.0305	6.0000e-005		3.2200e-003	3.2200e-003		2.9600e-003	2.9600e-003	0.0000	5.5554	5.5554	1.7600e-003	0.0000	5.5993
Total	**6.0900e-003**	**0.0682**	**0.0305**	**6.0000e-005**	**0.0197**	**3.2200e-003**	**0.0229**	**0.0101**	**2.9600e-003**	**0.0131**	**0.0000**	**5.5554**	**5.5554**	**1.7600e-003**	**0.0000**	**5.5993**

3.4 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	1.0000e-004	9.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.2094	0.2094	1.0000e-005	0.0000	0.2096
Total	**1.2000e-004**	**1.0000e-004**	**9.4000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2094**	**0.2094**	**1.0000e-005**	**0.0000**	**0.2096**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0900e-003	0.0682	0.0305	6.0000e-005		3.2200e-003	3.2200e-003		2.9600e-003	2.9600e-003	0.0000	5.5554	5.5554	1.7600e-003	0.0000	5.5993
Total	**6.0900e-003**	**0.0682**	**0.0305**	**6.0000e-005**	**0.0197**	**3.2200e-003**	**0.0229**	**0.0101**	**2.9600e-003**	**0.0131**	**0.0000**	**5.5554**	**5.5554**	**1.7600e-003**	**0.0000**	**5.5993**

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	1.0000e-004	9.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.2094	0.2094	1.0000e-005	0.0000	0.2096
Total	**1.2000e-004**	**1.0000e-004**	**9.4000e-004**	**0.0000**	**2.4000e-004**	**0.0000**	**2.4000e-004**	**6.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2094**	**0.2094**	**1.0000e-005**	**0.0000**	**0.2096**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0473	0.3498	0.2822	4.6000e-004		0.0202	0.0202		0.0193	0.0193	0.0000	38.8046	38.8046	8.0700e-003	0.0000	39.0064
Total	**0.0473**	**0.3498**	**0.2822**	**4.6000e-004**		**0.0202**	**0.0202**		**0.0193**	**0.0193**	**0.0000**	**38.8046**	**38.8046**	**8.0700e-003**	**0.0000**	**39.0064**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5300e-003	0.0399	0.0121	8.0000e-005	2.0900e-003	3.3000e-004	2.4200e-003	6.0000e-004	3.2000e-004	9.2000e-004	0.0000	8.0299	8.0299	6.0000e-004	0.0000	8.0448
Worker	3.2200e-003	2.5800e-003	0.0244	6.0000e-005	6.2400e-003	4.0000e-005	6.2900e-003	1.6600e-003	4.0000e-005	1.7000e-003	0.0000	5.4233	5.4233	1.8000e-004	0.0000	5.4278
Total	**4.7500e-003**	**0.0425**	**0.0365**	**1.4000e-004**	**8.3300e-003**	**3.7000e-004**	**8.7100e-003**	**2.2600e-003**	**3.6000e-004**	**2.6200e-003**	**0.0000**	**13.4532**	**13.4532**	**7.8000e-004**	**0.0000**	**13.4726**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0473	0.3498	0.2822	4.6000e-004		0.0202	0.0202		0.0193	0.0193	0.0000	38.8045	38.8045	8.0700e-003	0.0000	39.0063
Total	**0.0473**	**0.3498**	**0.2822**	**4.6000e-004**		**0.0202**	**0.0202**		**0.0193**	**0.0193**	**0.0000**	**38.8045**	**38.8045**	**8.0700e-003**	**0.0000**	**39.0063**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5300e-003	0.0399	0.0121	8.0000e-005	2.0900e-003	3.3000e-004	2.4200e-003	6.0000e-004	3.2000e-004	9.2000e-004	0.0000	8.0299	8.0299	6.0000e-004	0.0000	8.0448
Worker	3.2200e-003	2.5800e-003	0.0244	6.0000e-005	6.2400e-003	4.0000e-005	6.2900e-003	1.6600e-003	4.0000e-005	1.7000e-003	0.0000	5.4233	5.4233	1.8000e-004	0.0000	5.4278
Total	**4.7500e-003**	**0.0425**	**0.0365**	**1.4000e-004**	**8.3300e-003**	**3.7000e-004**	**8.7100e-003**	**2.2600e-003**	**3.6000e-004**	**2.6200e-003**	**0.0000**	**13.4532**	**13.4532**	**7.8000e-004**	**0.0000**	**13.4726**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2093	1.5952	1.3631	2.2900e-003		0.0868	0.0868		0.0832	0.0832	0.0000	189.9946	189.9946	0.0386	0.0000	190.9587
Total	**0.2093**	**1.5952**	**1.3631**	**2.2900e-003**		**0.0868**	**0.0868**		**0.0832**	**0.0832**	**0.0000**	**189.9946**	**189.9946**	**0.0386**	**0.0000**	**190.9587**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.0800e-003	0.1783	0.0530	4.1000e-004	0.0103	1.0600e-003	0.0114	2.9800e-003	1.0200e-003	4.0000e-003	0.0000	39.5328	39.5328	2.8300e-003	0.0000	39.6034
Worker	0.0147	0.0113	0.1082	2.9000e-004	0.0309	2.1000e-004	0.0311	8.2000e-003	2.0000e-004	8.4000e-003	0.0000	25.9906	25.9906	7.8000e-004	0.0000	26.0102
Total	**0.0207**	**0.1896**	**0.1612**	**7.0000e-004**	**0.0412**	**1.2700e-003**	**0.0425**	**0.0112**	**1.2200e-003**	**0.0124**	**0.0000**	**65.5235**	**65.5235**	**3.6100e-003**	**0.0000**	**65.6137**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2093	1.5952	1.3631	2.2900e-003		0.0868	0.0868		0.0832	0.0832	0.0000	189.9944	189.9944	0.0386	0.0000	190.9584
Total	**0.2093**	**1.5952**	**1.3631**	**2.2900e-003**		**0.0868**	**0.0868**		**0.0832**	**0.0832**	**0.0000**	**189.9944**	**189.9944**	**0.0386**	**0.0000**	**190.9584**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.0800e-003	0.1783	0.0530	4.1000e-004	0.0103	1.0600e-003	0.0114	2.9800e-003	1.0200e-003	4.0000e-003	0.0000	39.5328	39.5328	2.8300e-003	0.0000	39.6034
Worker	0.0147	0.0113	0.1082	2.9000e-004	0.0309	2.1000e-004	0.0311	8.2000e-003	2.0000e-004	8.4000e-003	0.0000	25.9906	25.9906	7.8000e-004	0.0000	26.0102
Total	**0.0207**	**0.1896**	**0.1612**	**7.0000e-004**	**0.0412**	**1.2700e-003**	**0.0425**	**0.0112**	**1.2200e-003**	**0.0124**	**0.0000**	**65.5235**	**65.5235**	**3.6100e-003**	**0.0000**	**65.6137**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.7700e-003	0.0579	0.0590	9.0000e-005		3.2800e-003	3.2800e-003		3.0300e-003	3.0300e-003	0.0000	7.7529	7.7529	2.4600e-003	0.0000	7.8143
Paving	2.1100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.8800e-003**	**0.0579**	**0.0590**	**9.0000e-005**		**3.2800e-003**	**3.2800e-003**		**3.0300e-003**	**3.0300e-003**	**0.0000**	**7.7529**	**7.7529**	**2.4600e-003**	**0.0000**	**7.8143**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.2000e-004	2.1100e-003	1.0000e-005	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5072	0.5072	2.0000e-005	0.0000	0.5076
Total	**2.9000e-004**	**2.2000e-004**	**2.1100e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.1000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5072**	**0.5072**	**2.0000e-005**	**0.0000**	**0.5076**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.7700e-003	0.0579	0.0590	9.0000e-005		3.2800e-003	3.2800e-003		3.0300e-003	3.0300e-003	0.0000	7.7529	7.7529	2.4600e-003	0.0000	7.8143
Paving	2.1100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.8800e-003**	**0.0579**	**0.0590**	**9.0000e-005**		**3.2800e-003**	**3.2800e-003**		**3.0300e-003**	**3.0300e-003**	**0.0000**	**7.7529**	**7.7529**	**2.4600e-003**	**0.0000**	**7.8143**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.2000e-004	2.1100e-003	1.0000e-005	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5072	0.5072	2.0000e-005	0.0000	0.5076
Total	**2.9000e-004**	**2.2000e-004**	**2.1100e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.1000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5072**	**0.5072**	**2.0000e-005**	**0.0000**	**0.5076**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4184					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e-003	8.4200e-003	9.1600e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	1.2766	1.2766	1.0000e-004	0.0000	1.2791
Total	**0.4196**	**8.4200e-003**	**9.1600e-003**	**1.0000e-005**		**5.5000e-004**	**5.5000e-004**		**5.5000e-004**	**5.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.0000e-004**	**0.0000**	**1.2791**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.2000e-004	1.1300e-003	0.0000	3.2000e-004	0.0000	3.2000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2705	0.2705	1.0000e-005	0.0000	0.2707
Total	**1.5000e-004**	**1.2000e-004**	**1.1300e-003**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2705**	**0.2705**	**1.0000e-005**	**0.0000**	**0.2707**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4184					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e-003	8.4200e-003	9.1600e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	1.2766	1.2766	1.0000e-004	0.0000	1.2791
Total	**0.4196**	**8.4200e-003**	**9.1600e-003**	**1.0000e-005**		**5.5000e-004**	**5.5000e-004**		**5.5000e-004**	**5.5000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.0000e-004**	**0.0000**	**1.2791**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.2000e-004	1.1300e-003	0.0000	3.2000e-004	0.0000	3.2000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2705	0.2705	1.0000e-005	0.0000	0.2707
Total	**1.5000e-004**	**1.2000e-004**	**1.1300e-003**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2705**	**0.2705**	**1.0000e-005**	**0.0000**	**0.2707**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0677	0.2785	0.7991	2.2000e-003	0.1928	2.5200e-003	0.1953	0.0517	2.3700e-003	0.0540	0.0000	201.8703	201.8703	9.2300e-003	0.0000	202.1011
Unmitigated	0.0677	0.2785	0.7991	2.2000e-003	0.1928	2.5200e-003	0.1953	0.0517	2.3700e-003	0.0540	0.0000	201.8703	201.8703	9.2300e-003	0.0000	202.1011

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	207.36	46.25	19.74	376,491	376,491
Industrial Park	44.53	16.23	4.76	91,259	91,259
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	14.58	14.58	14.58	42,573	42,573
Total	266.48	77.07	39.08	510,324	510,324

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Industrial Park	9.50	7.30	7.30	59.00	28.00	13.00	79	19	2
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
	0.566358	0.037171	0.195804	0.123346	0.024195	0.006655	0.017175	0.018049	0.001869	0.001464	0.005229	0.001126	0.001556
General Office Building	0.566358	0.037171	0.195804	0.123346	0.024195	0.006655	0.017175	0.018049	0.001869	0.001464	0.005229	0.001126	0.001556
Industrial Park	0.566358	0.037171	0.195804	0.123346	0.024195	0.006655	0.017175	0.018049	0.001869	0.001464	0.005229	0.001126	0.001556
Parking Lot	0.566358	0.037171	0.195804	0.123346	0.024195	0.006655	0.017175	0.018049	0.001869	0.001464	0.005229	0.001126	0.001556
Unrefrigerated Warehouse-No Rail	0.566358	0.037171	0.195804	0.123346	0.024195	0.006655	0.017175	0.018049	0.001869	0.001464	0.005229	0.001126	0.001556

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	132.1980	132.1980	5.4600e-003	1.1300e-003	132.6710
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	132.1980	132.1980	5.4600e-003	1.1300e-003	132.6710
NaturalGas Mitigated	1.4300e-003	0.0130	0.0109	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	14.1696	14.1696	2.7000e-004	2.6000e-004	14.2538
NaturalGas Unmitigated	1.4300e-003	0.0130	0.0109	8.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	14.1696	14.1696	2.7000e-004	2.6000e-004	14.2538

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	171832	9.3000e-004	8.4200e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1696	9.1696	1.8000e-004	1.7000e-004	9.2241
Industrial Park	59583.7	3.2000e-004	2.9200e-003	2.4500e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.1796	3.1796	6.0000e-005	6.0000e-005	3.1985
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	34112.4	1.8000e-004	1.6700e-003	1.4000e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8204	1.8204	3.0000e-005	3.0000e-005	1.8312
Total		**1.4300e-003**	**0.0130**	**0.0109**	**8.0000e-005**		**9.9000e-004**	**9.9000e-004**		**9.9000e-004**	**9.9000e-004**	**0.0000**	**14.1696**	**14.1696**	**2.7000e-004**	**2.6000e-004**	**14.2538**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	171832	9.3000e-004	8.4200e-003	7.0800e-003	5.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	9.1696	9.1696	1.8000e-004	1.7000e-004	9.2241
Industrial Park	59583.7	3.2000e-004	2.9200e-003	2.4500e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.1796	3.1796	6.0000e-005	6.0000e-005	3.1985
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	34112.4	1.8000e-004	1.6700e-003	1.4000e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.8204	1.8204	3.0000e-005	3.0000e-005	1.8312
Total		**1.4300e-003**	**0.0130**	**0.0109**	**8.0000e-005**		**9.9000e-004**	**9.9000e-004**		**9.9000e-004**	**9.9000e-004**	**0.0000**	**14.1696**	**14.1696**	**2.7000e-004**	**2.6000e-004**	**14.2538**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	263012	83.8013	3.4600e-003	7.2000e-004	84.1011
Industrial Park	91200.8	29.0585	1.2000e-003	2.5000e-004	29.1625
Parking Lot	24584.7	7.8332	3.2000e-004	7.0000e-005	7.8612
Unrefrigerated Warehouse-No Rail	36108.8	11.5050	4.7000e-004	1.0000e-004	11.5462
Total		**132.1980**	**5.4500e-003**	**1.1400e-003**	**132.6710**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	263012	83.8013	3.4600e-003	7.2000e-004	84.1011
Industrial Park	91200.8	29.0585	1.2000e-003	2.5000e-004	29.1625
Parking Lot	24584.7	7.8332	3.2000e-004	7.0000e-005	7.8612
Unrefrigerated Warehouse-No Rail	36108.8	11.5050	4.7000e-004	1.0000e-004	11.5462
Total		**132.1980**	**5.4500e-003**	**1.1400e-003**	**132.6710**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1793	1.0000e-005	9.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8600e-003	1.8600e-003	0.0000	0.0000	1.9900e-003
Unmitigated	0.1793	1.0000e-005	9.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8600e-003	1.8600e-003	0.0000	0.0000	1.9900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0418					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1373					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.0000e-005	1.0000e-005	9.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8600e-003	1.8600e-003	0.0000	0.0000	1.9900e-003
Total	**0.1793**	**1.0000e-005**	**9.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.8600e-003**	**1.8600e-003**	**0.0000**	**0.0000**	**1.9900e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0418					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1373					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.0000e-005	1.0000e-005	9.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.8600e-003	1.8600e-003	0.0000	0.0000	1.9900e-003
Total	**0.1793**	**1.0000e-005**	**9.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.8600e-003**	**1.8600e-003**	**0.0000**	**0.0000**	**1.9900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	16.2799	0.2240	5.4000e-003	23.4878
Unmitigated	16.2799	0.2240	5.4000e-003	23.4878

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	3.34139 / 2.04795	9.1047	0.1092	2.6400e-003	12.6216
Industrial Park	1.50775 / 0	3.0778	0.0492	1.1800e-003	4.6610
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.00725 / 0	4.0974	0.0656	1.5700e-003	6.2052
Total		**16.2799**	**0.2240**	**5.3900e-003**	**23.4878**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	3.34139 / 2.04795	9.1047	0.1092	2.6400e-003	12.6216
Industrial Park	1.50775 / 0	3.0778	0.0492	1.1800e-003	4.6610
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2.00725 / 0	4.0974	0.0656	1.5700e-003	6.2052
Total		**16.2799**	**0.2240**	**5.3900e-003**	**23.4878**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.8449	0.4045	0.0000	16.9578
Unmitigated	6.8449	0.4045	0.0000	16.9578

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	17.48	3.5483	0.2097	0.0000	8.7907
Industrial Park	8.08	1.6402	0.0969	0.0000	4.0634
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	8.16	1.6564	0.0979	0.0000	4.1037
Total		**6.8449**	**0.4045**	**0.0000**	**16.9578**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	17.48	3.5483	0.2097	0.0000	8.7907
Industrial Park	8.08	1.6402	0.0969	0.0000	4.0634
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	8.16	1.6564	0.0979	0.0000	4.1037
Total		**6.8449**	**0.4045**	**0.0000**	**16.9578**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	3	0	50	750	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	0.0923	0.4128	0.2354	4.4000e-004		0.0136	0.0136		0.0136	0.0136	0.0000	42.8397	42.8397	6.0100e-003	0.0000	42.9898
Total	**0.0923**	**0.4128**	**0.2354**	**4.4000e-004**		**0.0136**	**0.0136**		**0.0136**	**0.0136**	**0.0000**	**42.8397**	**42.8397**	**6.0100e-003**	**0.0000**	**42.9898**

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	2.8320	0.0000	0.0000	2.8320

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Others	0.178 / 0.34	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	4	2.8320	0.0000	0.0000	2.8320
Total		**2.8320**	**0.0000**	**0.0000**	**2.8320**

APPENDIX B

Final Refined Health Risk Assessment (HRA) for the Cox Critical Facility Project, Dudek, February 22, 2018.

(Due to large file size, HRA Appendices available at Planning and Environmental Review Department or online at https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/ceqa-review***)***

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APPENDIX C

Phase I Archaeological Investigation 22 South Fairview Avenue, APN 071-021-044, Goleta, California (Dudek, June 2018).

--Confidential file access by appointment and demonstrated need only. Contact Planning and Development Department—

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APPENDIX D

Letter Report Historical Assessment: 22 South Fairview, Goleta California (APN 071-021-044), Ronald L. Nye, March 5, 2019.

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Ronald L. Nye, Ph.D.
Historian

March 5, 2019

Alicia Harrison AICP
Brownstein Hyatt Farber Schreck, LLP
1021 Anacapa Street, 2nd Floor
Santa Barbara, CA 93101

Re: Letter Report Historical Assessment: 22 South Fairview, Goleta, CA (APN 071-021-044)

Dear Ms. Harrison:

The purpose of this letter report is to determine whether the two buildings at the above-referenced address qualify as significant historic resources under eligibility criteria contained in the Goleta General Plan. The following findings are based on a review of building permit records, aerial photographs, the 1930 Goleta Sanborn Map, and a visual assessment of the buildings.

The two buildings, 22A (front) and 22B (rear), are located on the 2.05-acre site of Cox Communications Santa Barbara. Aerial photographs indicate that a large, rectangular building existed in the present location of building 22B as early as 1927. The 1930 Sanborn Map of Goleta identifies the building as a wood-framed dance hall. Subsequent to the building's use as a dance hall, Ambrose Lumber, and later Bob's Plywood, used the building for commercial business purposes until its demolition in the early 1980s to make way for building 22B. In 1956, Ambrose Lumber Company commissioned the construction of building 22A as an additional commercial building on the site. No information about the architect or builder was found. The building is a standard commercial, rectangular-shaped building with Ranch Style elements, including: an extended front porch with exposed rafters supported by squared, wood columns; decorative vertical board gable siding; and large picture windows. The building's design and materials are of common quality, such as its: T-111 panel horizontal siding on three sides; stucco siding on the south elevation; aluminum window sashes; industrial glazed front door; a concrete porch floor; and a series of hopper windows on the south elevation. Building 22B is an industrial warehouse designed in 1982 by local Santa Barbara architectural firm, Lenvik & Minor, and subsequently built in 1983. It was built as part of the Goleta Service Center developed by the site's owner, J. W. Beaver. The building has recessed-seamed metal siding, a standing-seam metal roof, a concrete block base, and exhibits standard materials and ordinary warehouse design. The building is less than 50 years old, the common standard for qualifying as a historic resource, and features common design elements and standardized materials.

In summary, due to its standard level of design and materials as well as its failure to retain any associations with historic events or individuals, building 22A does not qualify as a historic resource under the Goleta General Plan guidelines. Likewise, because it does not meet the 50-year age threshold, and in any case, it fails to meet any eligibility criteria for its design, materials, or associations, building 22B also does not

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qualify as a historic resource under Goleta General Plan guidelines. Jay Carlander, Ph.D., conducted the field work and wrote the initial draft of this report.

Please feel free to contact me with any questions regarding our findings or conclusions.

Sincerely,

Ronald L. Nye

APPENDIX E-1

Cox Goleta Critical Facility – Water Quality Memorandum, Michael Baker International, November 16, 2018

(Due to large file size, The Water Quality Memorandum is available for review at Planning and Environmental Review Department or online at
https://www.cityofgoleta.org/city-hall/planning-and-environmental-review/ceqa-review***)***

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APPENDIX E-2

Goleta Cox Critical Facility – Preliminary Drainage Report Michael Baker International, November 16, 2018.

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Michael Baker INTERNATIONAL

We Make a Difference

Technical Memorandum

To: Chris Noddings
City of Santa Barbara Planning Department

JN 161984

From: Jacqueline Hernandez, P.E.
Michael Baker International

Date: November 16, 2018

Subject: Goleta Cox Critical Facility – Preliminary Drainage Report

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1.0 Background

This technical memorandum discusses the results of the preliminary hydrology and hydraulic analysis for the proposed 2.31-acre Goleta Cox Critical Facility (Project) located on South Fairview Avenue in the City of Goleta. The current commercial/industrial (Zone M-1) site consists of three buildings and a parking lot. The proposed facility will replace two buildings (buildings A/B) with a parking lot and add a Critical Facility Building and Generator Yard. **Figure 1** shows the Project Vicinity Map. The purpose of this study is to understand the proposed site runoff.

The Project is located in FEMA Flood Zone X as shown on FIRM Panel 06083C1354G effective December 4, 2012 in **Appendix A**. Zone X are areas subject to inundation by the 0.2-percent-annual-chance flood event (100-year) generally determined using approximate methodologies.

The ground surface in this area generally slopes from east to west. There are no existing drainage facilities within/adjacent to the project site. The site is impacted by regional flows from the Sam Pedro Creek-Frontal Santa Barbara Channel watershed.

2.0 Hydrology

Hydrologic calculations to evaluate surface runoff associated with 2-, 5-, 10-, 25-, 50- and 100-year storm events from the tributary drainage areas were performed using XPSWMM (v. 2017) computer program.

2.1 Hydrology Criteria

This study has been prepared in conformance with Santa Barbara County Flood Control and Water Conservation District's Standard Conditions of Project Plan Approval (Standards), effective January 2011.

2.2 Hydrology Parameters

- **Land use**: The study area presently consists of commercial/industrial property. The ultimate condition hydrology was performed utilizing the proposed land uses which remains as commercial/industrial property.

- **Precipitation**: The precipitation analysis for the study area was based upon the rainfall amounts in the Standards and shown below for 24-hours.

Area	2-year	5-year	10-year	25-year	50-year	100-year
South Coast	3.2	4.61	5.55	6.71	7.56	8.38

- **Infiltration and Soils:** The most significant factor affecting infiltration is the nature of the soil on the watershed. Accordingly, the U.S. Department of Agriculture Soil Conservation Service (now the Natural Resource Conservation Service, N.R.C.S.) classifies soils according to their infiltration capacity. Soils in the study area are classified as SCS Soil Types B and C according to the U.S.D.A. N.R.C.S. Web Soil Survey in the **Appendix B**.

  Soils in Group B have a moderate infiltration rate when thoroughly wet. These consist mainly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

  Soils in Group C have a slow infiltration rate when thoroughly wet. These consist mainly of soils that have a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.
  Other important factors in soil infiltration are the antecedent moisture condition (AMC) and land use/soil cover. Following the methodology outlined in the Riverside County Hydrology manual, an AMC II (moderate runoff potential) condition was assumed.

2.3 Watershed Model Development

The drainage study was completed using the XPSWMM (v. 2017) computer program. The Santa Barbara County Flood Control and Water Conservation District prefers the Santa Barbara Urban Hydrograph Method. The SCS 24-hour, Type I distribution at every 6 minutes was required to determine the Peak Flow. Curve Numbers (CN) were calculated from TR-55, Urban Hydrology for Small Watersheds. The pervious Curve Number was required in XPSWMM.

Condition	Weighted CN	Pervious CN
Existing	95	69
Proposed	94	71

The Santa Barbara Unit Hydrograph (SBUH) Method is based on the CN approach and uses SCS equations for computing soil absorption and precipitation excess. SBUH Method converts the incremental runoff depths into instantaneous hydrographs that are then routed through an imaginary reservoir with a time delay equal to the basin time of concentration.

Appendix C shows the Existing and Proposed Condition Hydrology Maps.

2.4 Hydrology Results

Table 1 shows the results of the 2-, 5-, 10-, 25-, 50- and 100-yr, 24-hr storm events for the proposed development. **Appendix D** shows the Peak Flow Hydrograph.

Table 1 – Discharge Summary

Condition	2-year 24-hour Peak Flow (cfs)	5-year 24-hour Peak Flow (cfs)	10-year 24-hour Peak Flow (cfs)	25-year 24-hour Peak Flow (cfs)	50-year 24-hour Peak Flow (cfs)	100-year 24-hour Peak Flow (cfs)
Existing	4.26	6.39	7.80	9.52	10.77	11.98
Proposed	3.67	5.62	6.91	8.49	9.64	10.75

3.0 100-year Overland Escape Route

The 100-year overland escape route will run through the project from east to west along the gutter within the parking lot and discharge via the driveway or parkway culvert. A normal depth calculation was performed and results are shown below.

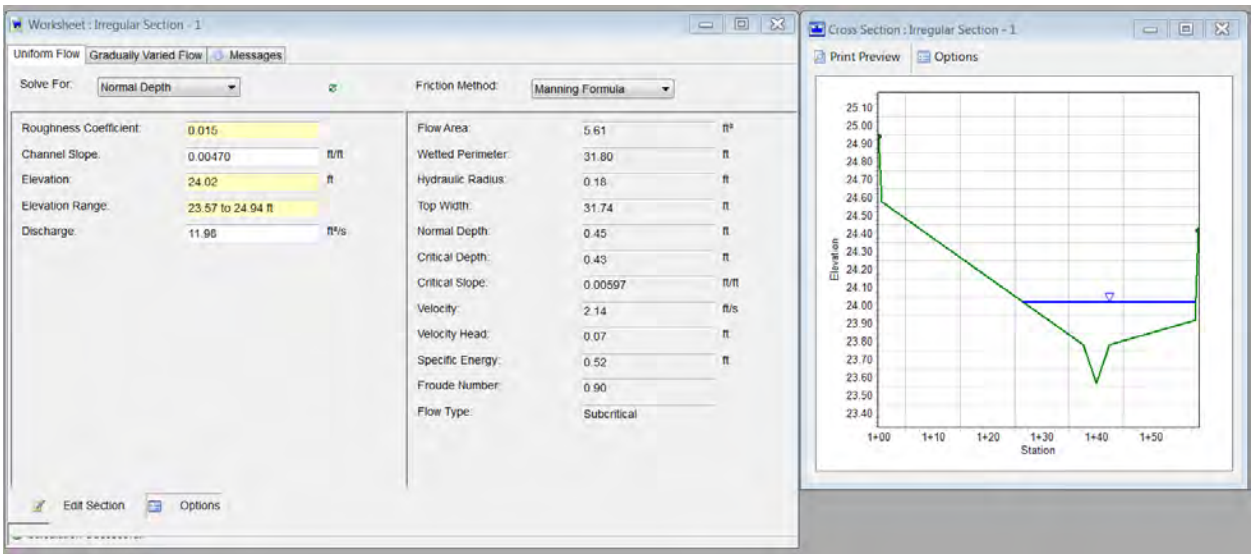


Figure 1: Project Location Map

Appendix A: Federal Emergency Management Agency Flood Insurance Rate Map (FIRM)

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations (BFEs) shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) Zone 10. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the Local Tidal Datum. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov/ or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242** or visit its website at http://www.ngs.noaa.gov/.

Base map information shown on this FIRM was derived from digital orthophotography collected by the U.S. Department of Agriculture Farm Service Agency under its National Agriculture Imagery Program (NAIP). This imagery was flown in 2005 and was produced with a 1-meter ground sample distance.

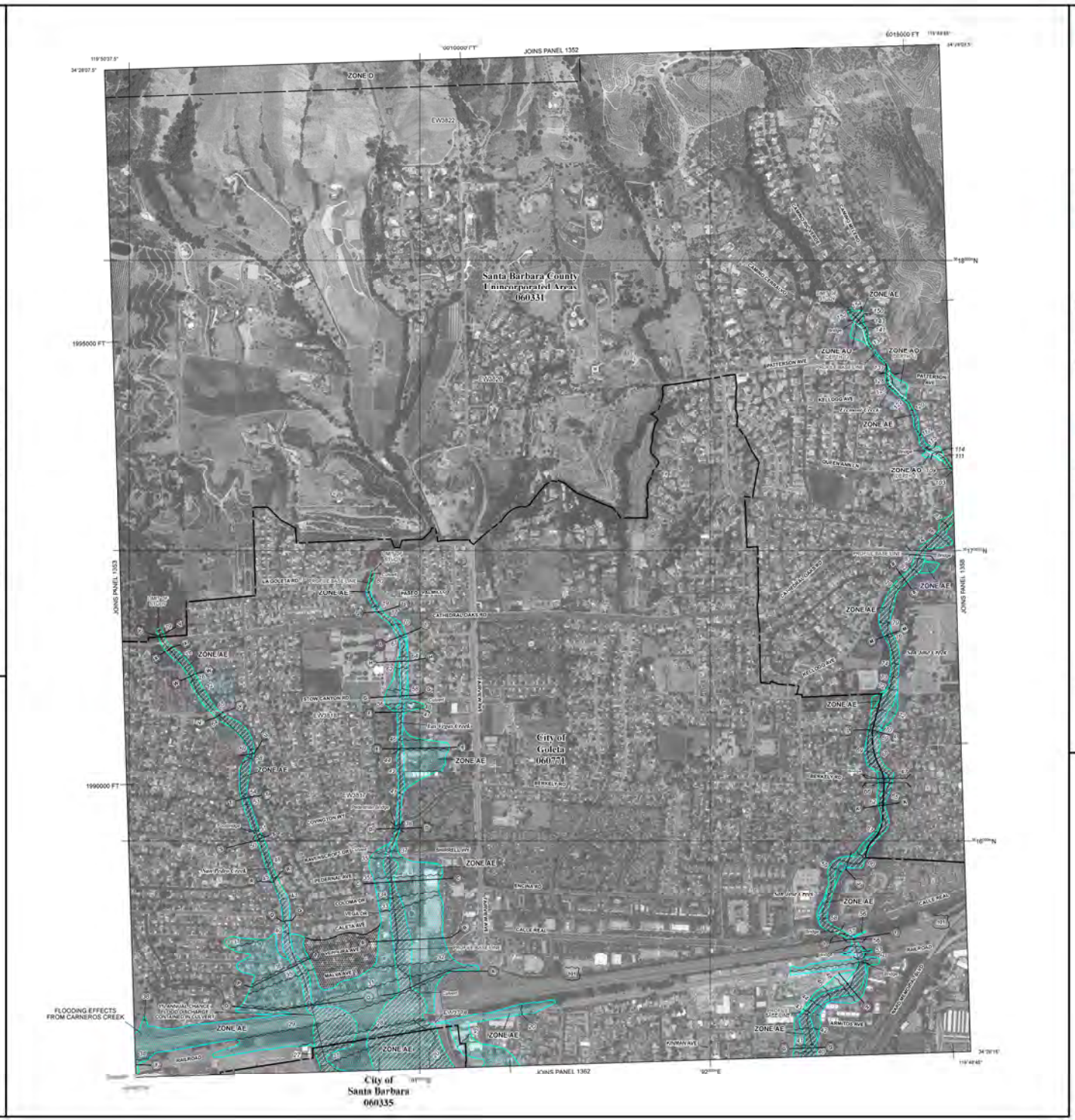
This map may reflect more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Information eXchange (FMIX)** at 1-877-336-2627 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FMIX may also be reached at its website at http://www.msc.fema.gov/

If you have **questions about this map**, or questions concerning the National Flood Insurance Program in general, please call the FEMA Map Information eXchange at **1-877-FEMA MAP** or visit the FEMA website at http://www.fema.gov/business/nfip/



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD.

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- **ZONE A** No Base Flood Elevations determined.
- **ZONE AE** Base Flood Elevations determined.
- **ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- **ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- **ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- **ZONE A99** Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.
- **ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- **ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

- **ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

- **ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.
- **ZONE D** Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities
- 513 (EL 987) — Base Flood Elevation line and value; elevation in feet*
- Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

- (A)–(A) Cross section line
- (23)–(23) Transect line
- 97°07'30", 32°22'30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
- 4275000 mE — 1000-meter Universal Transverse Mercator grid values, zone 10
- 6000000 FT — 5000-foot grid ticks: California State Plane coordinate system, Zone V (FIPSZONE = 405), Lambert projection
- DX5510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

MAP REPOSITORIES
Refer to Map Repositories List on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
SEPTEMBER 30, 2005

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
December 4, 2012 - to update map elevations to North American Vertical Datum of 1988

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 1354G

FIRM

FLOOD INSURANCE RATE MAP

SANTA BARBARA COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 1354 OF 1835

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
GOLETA, CITY OF	060771	1354	G
SANTA BARBARA COUNTY	060331	1354	G
SANTA BARBARA, CITY OF	060335	1354	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06083C1354G

MAP REVISED
DECEMBER 4, 2012

Federal Emergency Management Agency

Appendix B: U.S.D.A. N.R.C.S. Web Soil Survey

Map Scale: 1:968 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 10 20 40 60

Feet
0 45 90 180 270

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Soil Rating Lines

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Soil Rating Points

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Water Features

Streams and Canals

Transportation

Rails
Interstate Highways
US Routes
Major Roads
Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Santa Barbara County, California, South Coastal Part
Survey Area Data: Version 10, Sep 11, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Dec 16, 2016—Dec 22, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Ca	Camarillo fine sandy loam	C	2.2	90.2%
GdA	Goleta loam, 0 to 2 percent slopes	B	0.2	9.8%
Totals for Area of Interest			**2.4**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

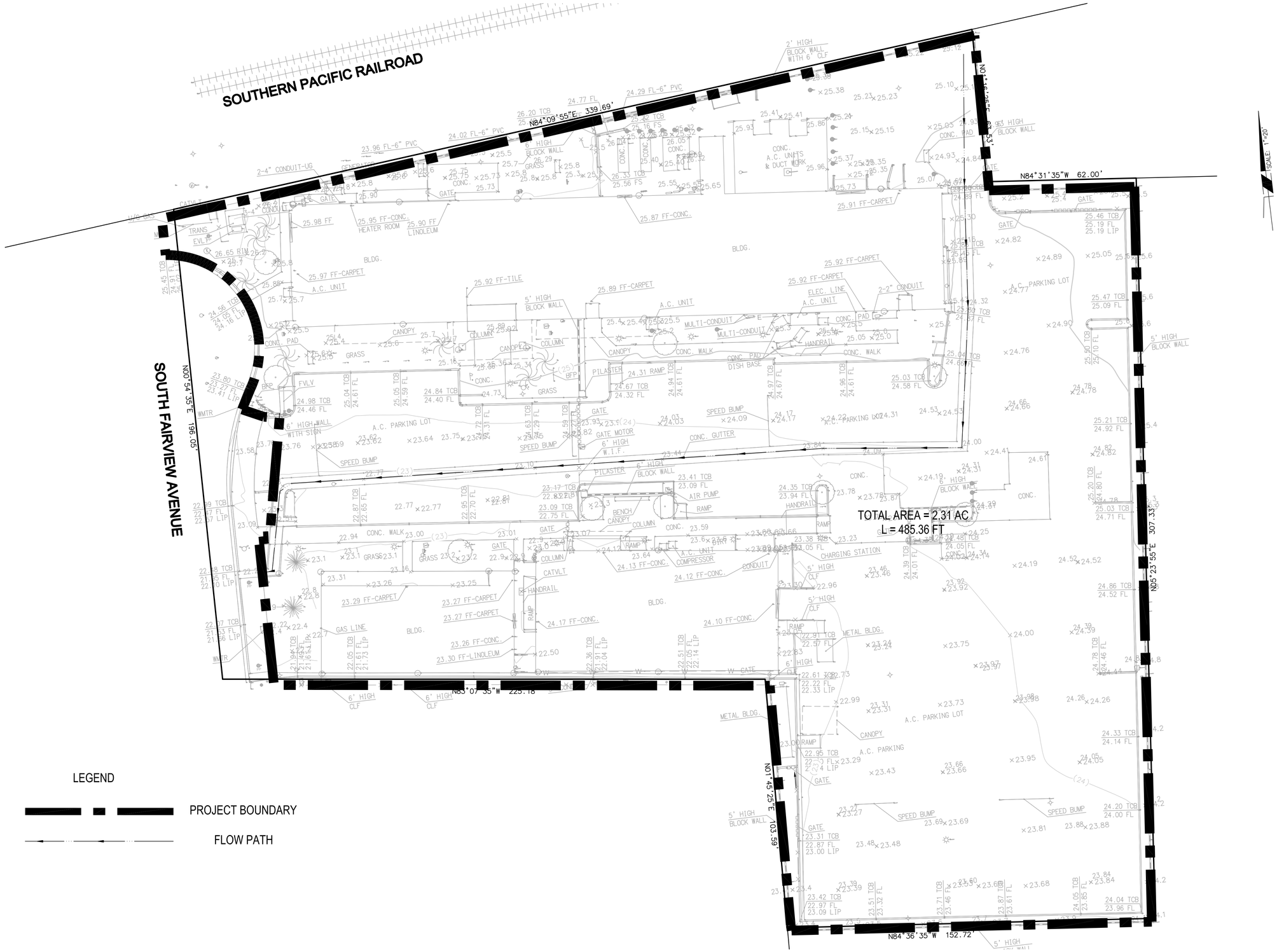
Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Appendix C: Existing and Proposed Condition Hydrology Maps



LEGEND

PROJECT BOUNDARY

FLOW PATH

ARCHITECT

Michael Baker INTERNATIONAL

2929 NORTH CENTRAL AVENUE SUITE 800
PHOENIX, ARIZONA 85012
(602) 279-1234

COX COMMUNICATIONS

COX COMMUNICATIONS
22 SOUTH FAIRVIEW AVE.
GOLETA, CA 93117

PROFESSIONAL SEAL

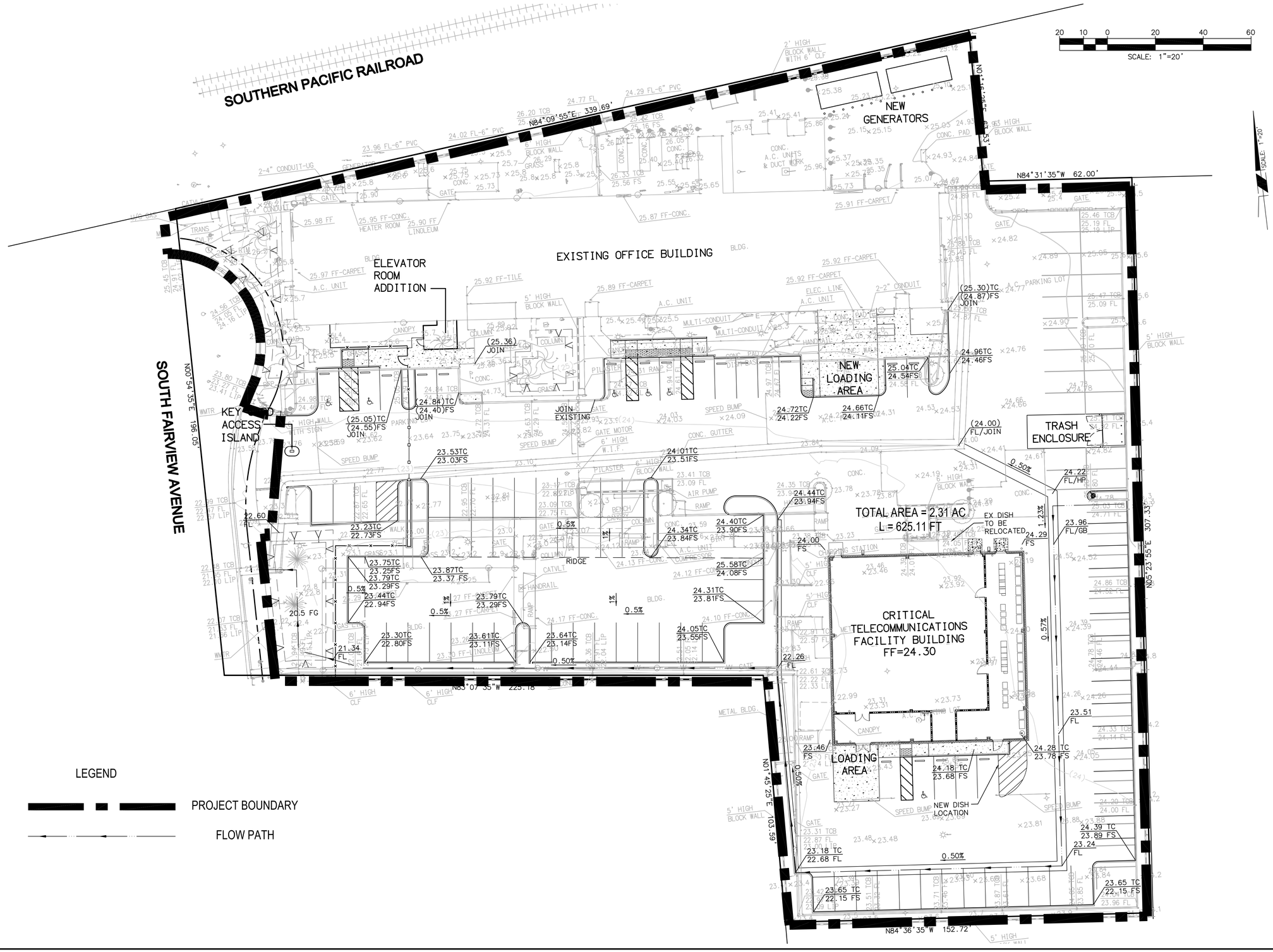
REVISIONS

NO.	DESCRIPTION	DATE
1.	REVISION	10/15/2018

PROJECT 161984 DATE 10/15/2018

HYDROLOGY
MAP
EXISTING
CONDITION

\\CAMCA1FS1.BKR.MBAKERCORP.COM\HROOT\PDATA\164686\CADD\STORMWATER\164686-BMP PLAN-001.DWG HERNANDEZ, JACQUELINE 11/16/2018 8:54 AM



LEGEND

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FLOW PATH

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GOLETA, CA 93117

PROFESSIONAL SEAL

REVISIONS

NO.	DESCRIPTION	DATE
1.	REVISION	10/15/2018

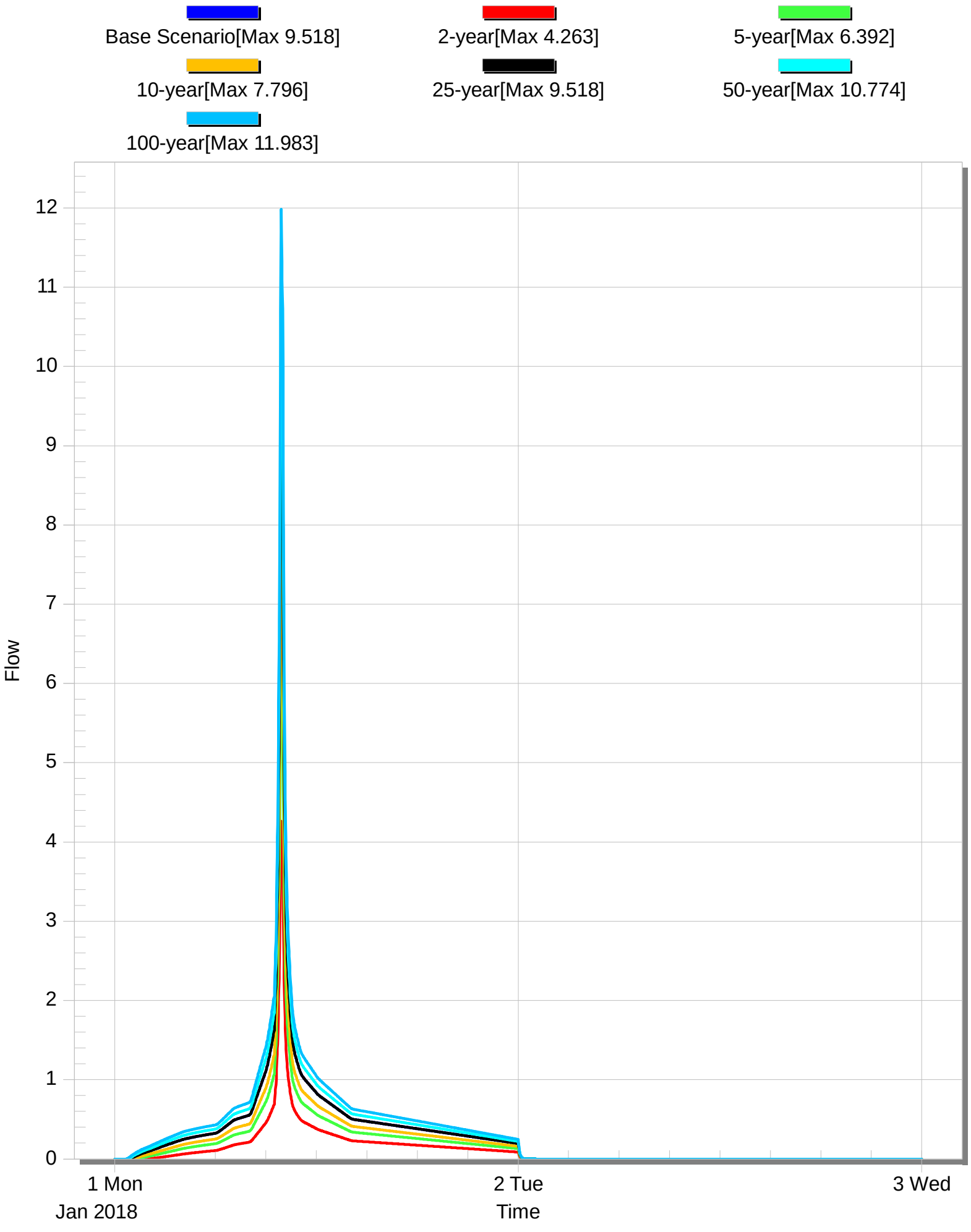
PROJECT 161984 DATE 10/15/2018

HYDROLOGY MAP PROPOSED CONDITION

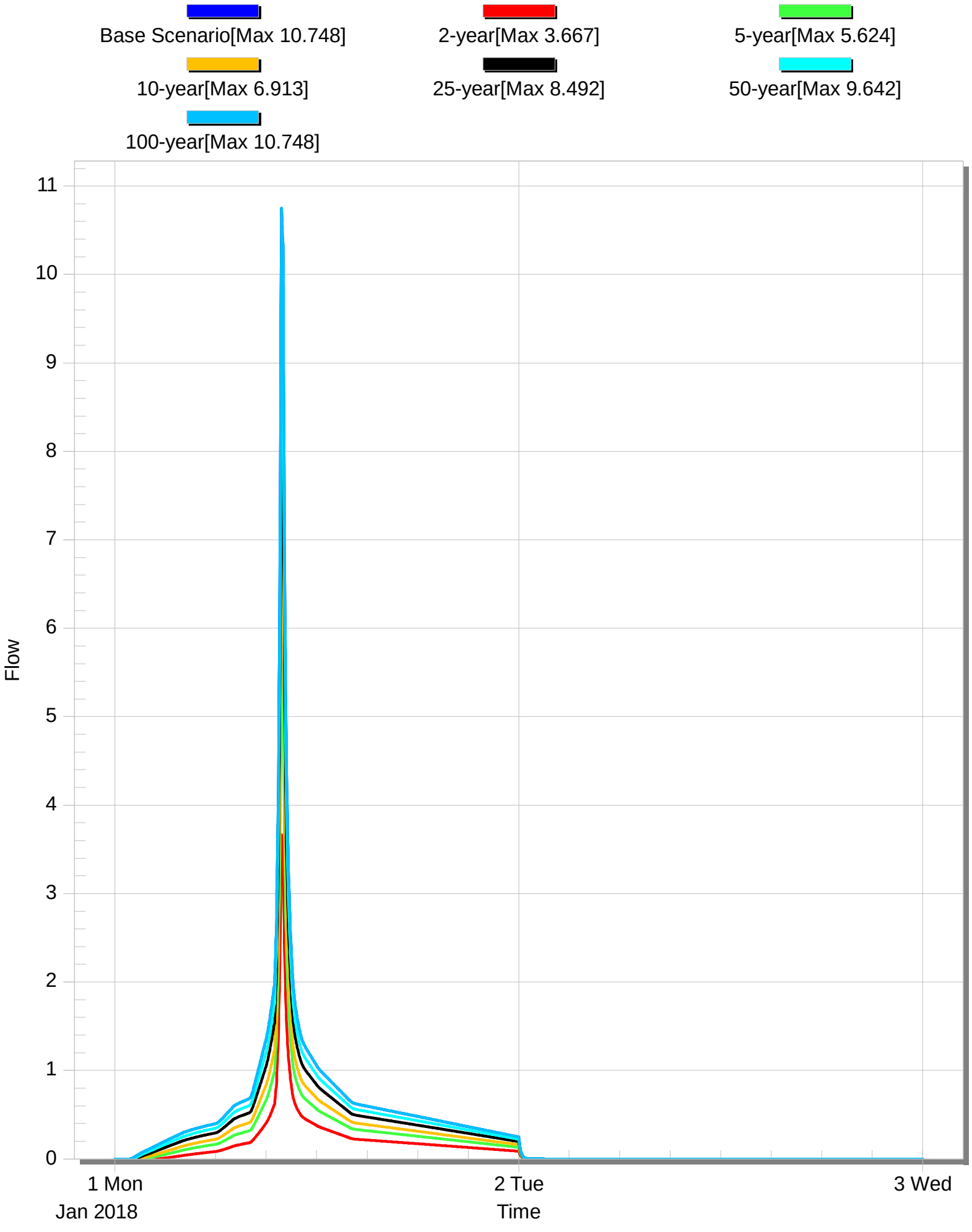
\\CAMACAIFS1.BKR.MBAKERCORP.COM\PROOT\PDATA\164686\CADD\STORMWATER\164686-BMP PLAN-001.DWG HERNANDEZ, JACQUELINE 11/16/2018 9:04 AM

Appendix D: Peak Flow Hydrograph

Node - Existing Condition



Node - Proposed Condition



APPENDIX F

Goleta Expansion – Noise Technical Memorandum
Michael Baker International, October 15, 2018.

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Michael Baker INTERNATIONAL

We Make a Difference

MEMORANDUM

To: Greg Seitz, Michael Baker International

From: Ryan Chiene, Michael Baker International
Eddie Torres, Michael Baker International

Date: October 15, 2018

Subject: Cox Goleta Expansion – Noise Technical Memorandum

PURPOSE

The purpose of this technical memorandum is to evaluate potential short- and long-term noise levels that may be generated as a result of the proposed Cox Communications Expansion Project (project), located in the City of Goleta and the County of Santa Barbara.

PROJECT LOCATION

The project site is located at 22 South Fairview Avenue in the City of Goleta (City) and County of Santa Barbara (County). The project site is situated within an urbanized area of the City and County, approximately 200 feet south of U.S. Highway 101 (U.S 101) and 50 feet south of the Union Pacific Railroad (UPRR) and Amtrak railway. The project site is surrounded by U.S. 101 and UPRR to the north, single-family residential uses to the east, high density multi-family residential uses to the south, and high density multi-family residential and commercial uses to the west.

EXISTING CONDITIONS

The project site encompasses approximately 2.43 acres and is located on Assessor's Parcel Number (APN) 071-021-044 and is currently zoned as M-1 (General Commercial). The project site currently consists of three existing Cox Communications office buildings (Buildings 'A', 'B', and 'C') and a surface parking lot. Building 'A' (3,360 square feet) and Building 'B' (4,124 square feet) are located in the southwestern portion of the project site. Building 'C' is located at the north end of the project site and is comprised of two floors that make up a total of 12,760 square feet. The site is only accessible by South Fairview avenue. Surrounding uses include the railroad and U.S. 101 to the north, single-family residential uses to the east, high density multi-family residential uses to the south, and high density multi-family residential and general commercial uses to the west.

5 Hutton Centre Drive, Suite 500, Santa Ana, CA 92707
Office: 949.472.3505 | Fax: 949.472.8373

PROJECT DESCRIPTION

This project is a modification to the existing Cox Telecommunications Facility located at 22 South Fairview Avenue, Goleta, CA 93117. Buildings 'A' and 'B' located in the southwestern portion of the project site would be demolished and replaced with a surface parking lot. A new 6,519 square-foot Critical Telecommunications Facility Building would be constructed in the southern portion of the project site within the existing surface parking lot area. Existing office Building 'C' in the northern portion of the project site would remain. Two new emergency power generators would be positioned approximately 28 feet to the north of Building 'C' in the northernmost portion of the site, and six rooftop cooling/heating units (RTUs) would be positioned on the roof of the new Critical Telecommunications Facility Building.

DESCRIPTION OF NOISE METRICS

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by differentiating among frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is perceived to be twice as loud and 20 dBA higher is perceived to be four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated on Table 1, *Sound Levels and Human Response*.

Various methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Table 1
Sound Levels and Human Response

Noise Source	dB(A) Noise Level	Response
	150	
Carrier Jet Operation	**140**	Harmfully Loud
	130	Pain Threshold
Jet Takeoff *(200 ft.)* Discotheque	**120**	
Unmuffled Motorcycle Auto Horn *(3 ft.)* Rock'n Roll Band Riveting Machine	**110**	Maximum Vocal Effort Physical Discomfort
Loud Power Mower Jet Takeoff *(2000 ft.)* Garbage Truck	**100**	Very Annoying Hearing Damage (Steady 8-Hour Exposure)
Heavy Truck *(50 ft.)* Pneumatic Drill *(50 ft.)*	**90**	
Alarm Clock Freight Train *(50 ft.)* Vacuum Cleaner *(10 ft.)*	**80**	Annoying
Freeway Traffic *(50 ft.)*	**70**	Telephone Use Difficult
Dishwashers Air Conditioning Unit *(20 ft.)*	**60**	Intrusive
Light Auto Traffic *(100 ft.)*	**50**	Quiet
Living Room Bedroom	**40**	
Library Soft Whisper *(15 ft.)*	**30**	Very Quiet
Broadcasting Studio	**20**	Just Audible
	10	Threshold of Hearing

Source: Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004),* March 1974.
Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, page 2, 1970.

Table 2, *Noise Descriptors*, provides a listing of methods to measure sound over a period of time.

Table 2
Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq}. The L_{dn} is calculated by averaging the L_{eq}'s for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01}, L_{10}, L_{50}, L_{90}, respectively) of the time during the measurement period.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.

REGULATORY SETTING

State of California

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL). The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

City of Goleta General Plan

The California Government Code requires that a noise element be included in the general plan of each county and City in the state. The *City of Goleta – General Plan/Coastal Land Use Plan* (General Plan), Chapter 9 Noise Element examines noise sources, among other topics, in the City with a view toward identifying and appraising the potential for noise conflicts and problems and identifies ways to reduce existing and potential noise impacts. The Noise Element provides policies and strategies to achieve and maintain noise levels compatible with various types of land uses. The Noise Element includes the following policies and strategies applicable to the proposed project:

Policy NE 5: Industrial and Other Point Sources

Objective: *To minimize noise generated by industrial sources and other point sources and to limit the impacts of such noise sources.*

NE 5.1 **New, Expanded, or Upgraded Stationary Noise Sources.** The City shall require proposals for new stationary sources or expansions or alterations of use for an existing stationary source to include appropriate noise mitigation measures. Retrofits and facility upgrades under the permitting jurisdiction of the City should ensure that noise levels are reduced, particularly for sources that impact adjacent sensitive receivers.

NE 5.2 **Equipment Maintenance.** The City shall require that new and existing heating, ventilation, and air conditioning equipment and other commercial/industrial equipment be adequately maintained in proper working order so that noise levels emitted by such equipment remain minimal. The City shall also require noise shielding or insulation for such equipment if operation of the equipment results in objectionable noise levels at adjacent properties.

NE 5.4 **Noise Barriers for Industrial/Commercial Sources.** Absorptive types of noise barriers or walls should be used to reduce noise levels generated by industrial and certain heavy commercial uses. To be considered effective, the noise barrier should provide at least a 5-dBA-CNEL noise reduction.

Policy NE 6: Single-Event and Nuisance Noise

Objective: *To prevent community and environmental disruptions by limiting single-event and nuisance noise levels, so that relative quiet and peace is achieved and maintained at residential areas and other sensitive receptors.*

NE 6.4 **Restrictions on Construction Hours.** The City shall require, as a condition of approval for any land use permit or other planning permit, restrictions on construction hours. Noise-generating construction activities for projects near or adjacent to residential buildings and neighborhoods or other sensitive receptors shall be limited to Monday through Friday, 8:00 a.m. to 5:00 p.m. Construction in nonresidential areas away from sensitive receivers shall be limited to Monday through Friday, 7:00 a.m. to 4:00 p.m. Construction shall generally not be allowed on weekends and state holidays. Exceptions to these restrictions may be made

in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning and Environmental Services. All construction sites subject to such restrictions shall post the allowed hours of operation near the entrance to the site, so that workers on site are aware of this limitation. City staff shall closely monitor compliance with restrictions on construction hours, and shall promptly investigate and respond to all noncompliance complaints.

NE 6.5 **Other Measures to Reduce Construction Noise.** The following measures shall be incorporated into grading and building plan specifications to reduce the impact of construction noise:

a. All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.

b. Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise.

c. To the extent practicable, adequate buffers shall be maintained between noise-generating machinery or equipment and any sensitive receivers. The buffer should ensure that noise at the receiver site does not exceed 65 dBA CNEL. For equipment that produces a noise level of 95 dBA at 50 feet, a buffer of 1,600 feet is required for attenuation of sound levels to 65 dBA.

Policy NE 7: Design Criteria to Attenuate Noise

Objectives*: To employ noise-reduction measures that reduce levels of noise-generated at the source. To use site design and noise insulation techniques that attenuate noise levels experienced at receiver sites to acceptable levels.*

NE 7.1 **Control of Noise.** The City shall require that primary emphasis on the control of noise be accomplished at the source by reducing the intensity of the noise generated or through appropriate placement of noisy components of a project or use. Secondary emphasis should be through site design of receiver sites and noise attenuation and insulation measures.

NE 7.4 **Alternatives to Sound Walls.** The City shall encourage new development near highway and railroad noise sources to identify alternatives to sound walls to reduce noise impacts.

NE 7.5 **Implementation of Recommendations from Acoustical Analyses.** For projects where an acoustical analysis is required because of potential noise impacts, the City, through its development review and building permit processes, shall ensure that all appropriate noise reduction measures are incorporated.

City of Goleta Municipal Code

Chapter 9.09, *Noise Restrictions Goleta Municipal Code* (Municipal Code) determines certain noise levels that are detrimental to the public health, safety and welfare, and are contrary to the public interest. The provisions control unnecessary, excessive and/or annoying noise in the City and prohibit such noise generated by the sources specified in this chapter. The goal of the City is to minimize noise levels and mitigate the effects of noise to provide a safe and healthy living environment.

9.09.010 Purpose. The purpose of this chapter is to preserve the public peace and comfort of citizens of Goleta from unwarranted noise and disturbances, including, without limitation, that of amplified music played in or out of doors after 10:00 p.m. on weekdays and after midnight on weekends and to eliminate confrontations and breaches of the peace created by such activity (Ord. 12-17 § 2; Ord. 02-01 § 1).

9.09.020 Certain Noises Prohibited

B. Within such time periods, and for the purposes of this chapter, a loud and unreasonable sound shall include any sound created by means prohibited above which is clearly discernable at a distance of 100 feet from the property line of the property upon which it is broadcast or which is at any level of sound in excess of 60 decibels at the edge of the property line of the property upon which the sound is broadcast, as such sound would be measured on a sound measuring instrument meeting American National Standard Institute's Standard SI.4-1971 (or more recent revision thereof) for Type 1 or Type 2 sound level meters or an instrument and the associated recording and analyzing equipment which provide equivalent data, or inside of a neighboring residence.

9.09.040 Disturbing the Peace.

A. Disturbing the Peace—Excessive or Unreasonable Noise. It is unlawful for any person to make, cause or suffer or permit to be made or caused, upon any premises owned, occupied or controlled by him or her in the City, any unnecessary noises or sounds which are physically annoying to persons of ordinary sensitiveness or which are so harsh or so prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of the City, or any number thereof.

B. Factors Used in Determining Whether a Violation Has Occurred. The factors which shall be considered by the City in determining whether to issue a citation for a violation and whether a violation of this section has occurred shall include, but not be limited to, the following:

1. The volume of the noise, music, or related sound;

2. The intensity of the noise, music, or related sound;

3. The continuousness or repetitive nature of the noise, music, or related sound;

4. Whether the nature of the noise, music, or related sound is unusual for the area in which it occurs;

5. Whether the origin of the noise, music, or related sound is natural or unnatural to the area in which it occurs;

6. The volume and intensity of the background noise or sound, if any;

7. The proximity of the noise, music, or related sound to residential sleeping facilities or to overnight accommodations, such as hotels and motels;

8. The proximity to offices, places of business or other areas where work is known to be carried on, of the noise, music, or related sound;

9. The nature and zoning of the area within which the noise, music, or related sound emanates;

10. The time of day or night the noise, music, or related sound occurs and the relationship of this time to the normal activities of the area in which it occurs and in relation to the other factors listed in this subsection;

11. The duration of the noise, music, or related sound;

12. Whether the noise, music, or related sound is recurrent, intermittent, or constant;

13. Whether the noise, music, or related sound is produced by a commercial or a noncommercial activity;

14. Whether the person or business responsible for the noise, music, or related sound has been previously recently warned that complaints have been received about the noise, music, or related sound and such person or business has failed to reduce it to an appropriate level (Ord. 12-17 § 2).

EXISTING NOISE SOURCES

The project area surrounding the project site is highly urbanized, consisting of single-family residential, commercial uses, and high density multi-family residential uses. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment, parking areas, and recreational areas). The noise associated with these sources represents single-event noise occurrence or short-term or long-term continuous noise.

Sensitive Receptors

Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours. Existing sensitive receptors located in the project vicinity include single-family and high density multi-family

residential uses, parks, schools, and places of worship. Sensitive receptors are listed in Table 3, *Sensitive Receptors*.

Table 3
Sensitive Receptors

Type	Name	Distance from Project Site (feet)[1]	Direction from Project Site	Location
Residential	Residential Uses	Adjoining	East	Residential properties on Orange Avenue
		Adjoining	South	Residential properties on Mandarin Drive.
		1,175	Northwest	40 Vega Drive, Goleta, CA 93117
Parks	Twin Lakes Golf Course	510	West	6034 Hollister Avenue, Goleta, CA 93117
Schools	Brandon School	700	East	65 Nectarine Avenue, Goleta, CA 93117
	Rainbow School	2,000	Southeast	5689 Hollister Avenue, Goleta, CA 93117
Places of Worship	New Beginning Community Church	2,000	Southeast	5679 Hollister Avenue, Goleta, CA 93117
	Goleta Church of God in Christ	885	South	Goleta, CA 93117
	Goleta Presbyterian	1800	Northwest	6067 Shirrell Way, Goleta, CA 93117
	Presbytery of Santa Barbara	1800	Northwest	6067 Shirrell Way, Goleta, CA 93117
	Good Shepherd Lutheran Church	2,200	North	380 N Fairview Avenue, Goleta, CA 93117

Note:
1. Distances are measured from the exterior project boundary only and not from individual activity areas within the interior of the project site.

Source: Google Earth 2018.

NOISE MEASUREMENTS

In order to quantify existing ambient noise levels in the project area, Michael Baker International (Michael Baker), conducted five short-term noise measurements on April 24, 2018; refer to Table 4, *Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. The ten-minute measurements were taken between 10:00 a.m. and 11:30 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day and relate closely with the hourly L_{eq} noise standards for the project area. As indicated above, L_{eq} is the equivalent noise level, which represents the time averaged total energy of a fluctuating sound level. The purpose of the noise measurements is to identify the existing ambient levels in order to evaluate potential project generated noise.

Table 4
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
1	Southern end of project site in surface parking lot.	50.8	43.4	65.4	91.3	10:14 a.m.
2	Southern boundary of project site (approximately 10 feet north of the Cox property line).	51.9	45.2	70.2	91.0	10:24 a.m.
3	Southeast portion of the project site (approximately 10 feet west of the Cox property line).	50.7	44.5	67.6	93.8	10:35 a.m.
4	East of Building 'C' near eastern property boundary (approximately 10 feet west of the Cox property line).	56.2	49.1	76.4	98.3	10:50 a.m.
5	Along Orange Avenue in residential neighborhood east of project site	52.2	43.2	79.7	106.0	11:19 a.m.

Source: Michael Baker International, April 24, 2018.

Meteorological conditions were cloudy skies, cool temperatures, with low wind speeds (less than 5 miles per hour), and low humidity. Measured noise levels during the daytime measurements ranged from 50.8 to 56.2 dBA L_{eq}. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. The results of the field measurements are included in Appendix A, *Noise Data*.

LONG-TERM OPERATIONAL IMPACTS

The primary noise sources associated with the improved Cox facility would consist of two new 750-kilowatt (kw) generators north of Building 'C', and six Trane RTUs (four 35-ton RTUs and two 17.5-ton RTUs) at the new critical facility. The new backup generators would be located in the emergency power generator yard approximately 28 feet north of building 'C', and the six RTUs would be located on the roof of the proposed Critical Telecommunications Facility Building with surrounding 7 to 8-foot tall parapet walls. The backup generators would each be housed in a sound attenuated enclosure for noise attenuation purposes and would only operate during monthly equipment maintenance/testing (between the hours of 7:00 a.m. and 10:00 p.m.) or power outages and would not operate on a constant basis. In addition, it is noted that monthly generator testing would occur sequentially, not simultaneously.

The RTUs and backup generator noise were modeled with SoundPLAN Essential 3.0 noise modeling software. SoundPLAN allows computer simulations of noise situations, and creates noise contour maps using reference noise levels, topography, point and area noise sources, mobile noise sources, and intervening structures. The proposed backup generators have a typical noise level of approximately 92 dBA at a distance of 23 feet (7 meters) without a sound attenuation enclosure. The typical noise level associated with RTUs is 50.0 dBA at a distance of 50 feet.

A custom sound enclosure has been designed to attenuate the generator noise levels to 65 dBA at 23 feet. The enclosure would consist of 14 gauge galvannealed steel for the outer skin, roof skin, and interior stiffeners. The interior would include mineral wool (with a density of 4 pounds per cubic foot), Mylar (2 mil thick), and 22 gage galvanized perforated steel for sound absorption and attenuation. The base frame would consist of C6 channel A36 carbon steel, and the enclosure framing would consist of steel tubing. Additionally, air flow intake and discharge would include baffles and louvers designed to minimize noise. The enclosure would include a roof mounted inlet silencer assembly with horizontal baffle panels and weather louvers and birdscreen (galvannealed construction). The discharge would include vertical baffle panels (galvannealed construction). Enclosure doors would be sealed and sound rated. The door hardware would include a neoprene gasket sealed around the door perimeter and a gasket to place between the enclosure and the base tank. The enclosure would also include two roof mounted muffler support channels for interior mounting.

Generator Noise Analysis

Noise levels from operation of the new Cox facility generators were calculated using the reference noise levels in SoundPLAN (65 dBA at 23 feet). Exhibit 1a, *Proposed Generators Noise Level Contours With Existing Wall Configuration*, shows the noise contours, and Exhibit 1b, *Proposed Generators Noise Levels at Single Points With Existing Wall Configuration*, shows the single point noise levels for the proposed backup generators with the existing wall configuration along the

northern and eastern property boundary.[1] The modeling incorporates all of the site features (including the proposed backup generator custom sound enclosures) and takes into account site topography and absorption/reflection from existing and proposed buildings and walls. The noise contours and levels in Exhibits 1a and 1b conservatively depict the hourly average sound level (L_{eq}) associated with the simultaneous testing of the backup generators, which is the worst case.[2] As depicted in Exhibits 1a and 1b, the 60-65 dBA noise contour would slightly extend past the northern property line, and the six receiver points at the property line were modeled at a range of 52.1 to 63.3 dBA.[3] Municipal Code Section 9.09.020 (Certain Noises Prohibited) prohibits "…loud and unreasonable sound in excess of 60 decibels at the edge of the property line of the property upon which the sound is broadcast…." Therefore, the proposed generators would produce noise levels that would exceed the City's 60 dBA noise standard at the project site's northern property line, and noise attenuation features are required.

Noise Reduction Analysis

A six-foot tall CMU wall was modeled in SoundPLAN along the full extent of the northern and eastern property line to the north and east of Building 'C' to reduce generator noise levels at the Cox property line. As shown in Exhibit 2a, *Proposed Generators Noise Level Contours With 6-Foot High Wall*, the 60-65 dBA noise contour would minimally extend past the site's northern property line with implementation of a six-foot tall CMU wall. In addition, as shown in Exhibit 2b, *Proposed Generators Noise Levels at Single Points With 6-Foot High Wall*, noise levels at the six modeled receiver points range from 50.0 to 55.0 dBA at the proposed wall location.[4] Therefore, as depicted in Exhibit 2b, generator noise levels would not exceed the City's 60 dBA standard beyond the Cox property line with construction of a six-foot tall CMU wall to the north and east of Building 'C'.

Critical Facility RTU Noise Analysis

Noise levels from the operation of six RTUs (four 35-ton RTUs and two 17.5-ton RTUs) at the new Critical Telecommunications Facility Building were calculated using the reference noise levels in SoundPLAN (50 dBA at 50 feet). Exhibit 3, *Proposed Critical Facility RTUs Noise Levels at Single Points*, shows the hourly average sound levels (L_{eq}) for the proposed RTUs at five discrete receivers along the eastern, southern, and western boundaries of the project site. The modeled noise levels in Exhibit 3 conservatively depict noise associated with the simultaneous operation of the six RTUs, which is the worst case. The modeling incorporates all of the site features and takes into account site topography and absorption/reflection from existing and proposed buildings and walls (including the surrounding 7 to 8-foot tall parapet walls). As depicted in Exhibit 3, the five receiver points modeled at the property line range from 46.4 to 49.8 dBA,

[1] The modeled noise contours and noise levels include background noise from the existing heating, ventilation, and air conditioning (HVAC) equipment and one existing generator located to the north of Building 'C' that will remain with project implementation.

[2] Ibid.

[3] There is an existing 5 to 6-foot tall concrete masonry unit (CMU) wall located to the east and northwest of the proposed generator site that provides sound attenuation at off-site uses from noise produced by the existing HVAC units and generators north of Building 'C'. However, there is a gap in the CMU wall alignment directly north of the new generator site (consisting of a chain link fence) that provides nominal sound attenuation.

[4] These receiver points were positioned less than one foot to the north/east of the proposed six-foot high CMU perimeter wall in SoundPLAN.

dBA, which is below the City's 60 dBA noise limit at edge of property line. As such, noise generated by the RTUs at the new Critical Telecommunications Facility Building would not exceed the City's 60 dBA noise standard in compliance with Municipal Code Section 9.09.020.

CONCLUSION

As discussed above and depicted in Exhibits 1a and 1b, the proposed generators would produce noise levels that would exceed the City's 60 dBA noise limit at the property line north of Building 'C' during testing and/or emergency operations. In order to reduce noise levels from the proposed generators below the City's 60 dBA limit at the northernmost property line, a CMU wall with a minimum height of six feet shall be constructed to the north of the proposed generator yard (where there is currently a chain link fence).

As shown in Exhibit 3, noise levels generated by the RTUs at the new Critical Telecommunications Facility Building would not exceed the City's 60 dBA noise standard, and noise reduction features are not required.

REFERENCES

Caterpillar, *750 kW Sound Attenuated Acoustical Enclosure Design/Specification for Cox Goleta Site*, (specifications provided by Caterpillar via email) September 21, 2018.

City of Goleta, *General Plan/Coastal Land Use Plan,* September 2006.

City of Goleta, *Goleta Municipal Code,* codified pursuant to Chapter 9.09 of the Government Code of the State.

Cyril M. Harris, *Handbook of Noise Control*, 1979.

Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004),* March 1974.

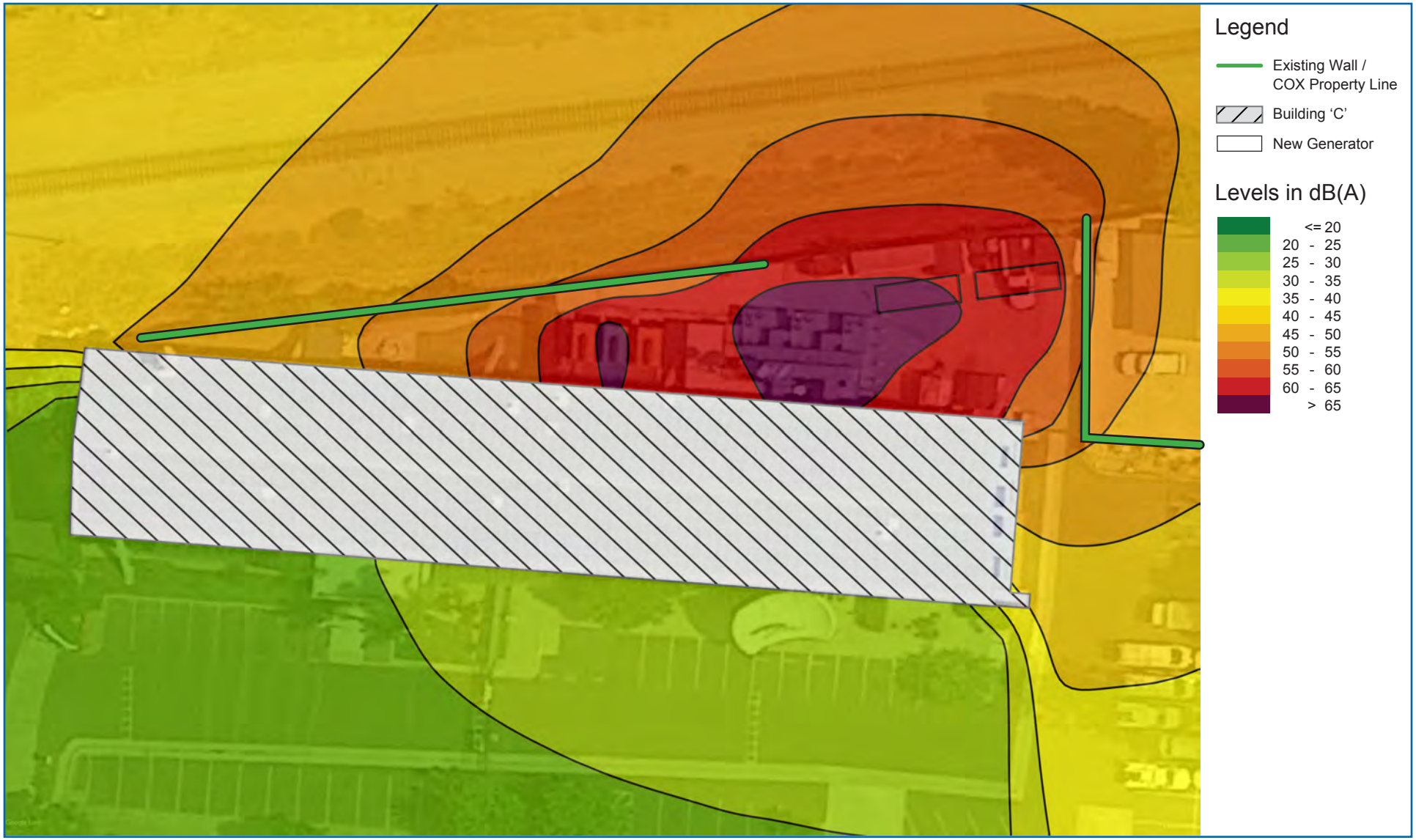
Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006. Table 12-2.

Google Earth, 2018.

Trane, *Product Summary – Packaged Rooftop, Cooling/Heating Units and Packaged Cooling Rooftop Units*, October 5, 2018.

Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, page 2, 1970.

Michael Baker International, *First Review Plans*, September 2018.



COX GOLETA EXPANSION PROJECT
NOISE TECHNICAL MEMORANDUM

Proposed Generators Noise Level Contours with Existing Wall Configuration

NOT TO SCALE

Michael Baker INTERNATIONAL

10/18 JN 161984

Exhibit 1a

COX GOLETA EXPANSION PROJECT
NOISE TECHNICAL MEMORANDUM

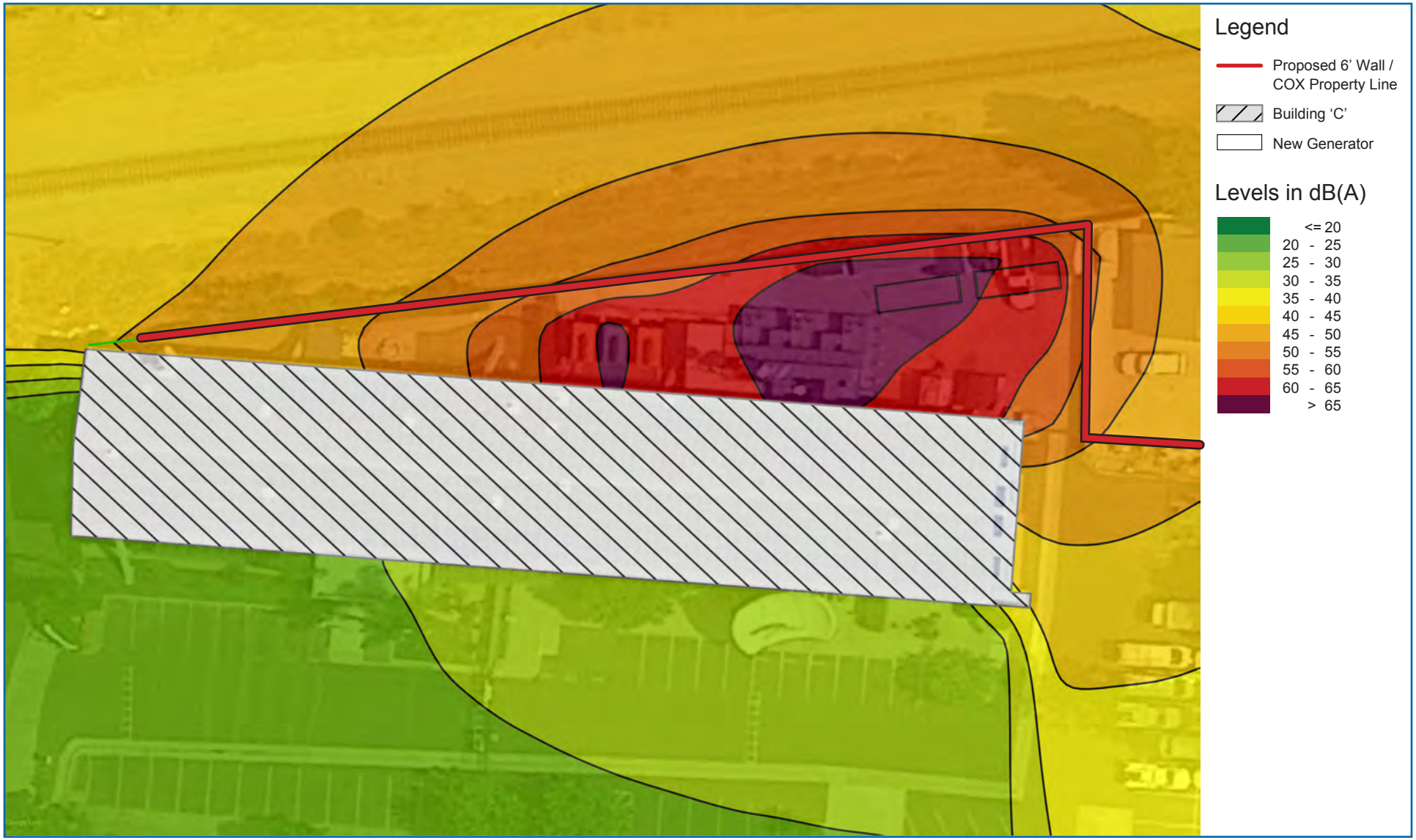
Proposed Generators Noise Levels at Single Points with Existing Wall Configuration

NOT TO SCALE

Michael Baker INTERNATIONAL

10/18 JN 161984

Exhibit 1b



COX GOLETA EXPANSION PROJECT
NOISE TECHNICAL MEMORANDUM

Proposed Generators Noise Level Contours with 6-Foot High Wall

NOT TO SCALE

Michael Baker INTERNATIONAL

10/18 JN 161984

Exhibit 2a

COX GOLETA EXPANSION PROJECT
NOISE TECHNICAL MEMORANDUM

Proposed Generators Noise Levels at Single Points with 6-Foot High Wall

NOT TO SCALE

Michael Baker INTERNATIONAL

10/18 JN 161984

Exhibit 2b

NOT TO SCALE

Michael Baker INTERNATIONAL

10/18 JN 161984

COX GOLETA EXPANSION PROJECT
NOISE TECHNICAL MEMORANDUM

Proposed Critical Facility RTUs Noise Levels at Single Points

Exhibit 3

Appendix A
Noise Data

Site Number: 1 (GOL002)			
Recorded By: Ryan Chiene			
Job Number: 161984			
Date: 4/24/18			
Time: 10:14 a.m.			
Location: Southern end of project site in parking lot.			
Source of Peak Noise: Birds, cars on freeway and local roads, beeping noise, Cox van driving and parking, plane flying overhead.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
50.8	43.4	65.4	91.3

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**3/29/2018**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**3/26/2018**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**3/29/2018**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**3/28/2018**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** Cloudy
	Note: dBA Offset = 0.01		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	1.0	51.0	30.06

Photo of Measurement Location

2250

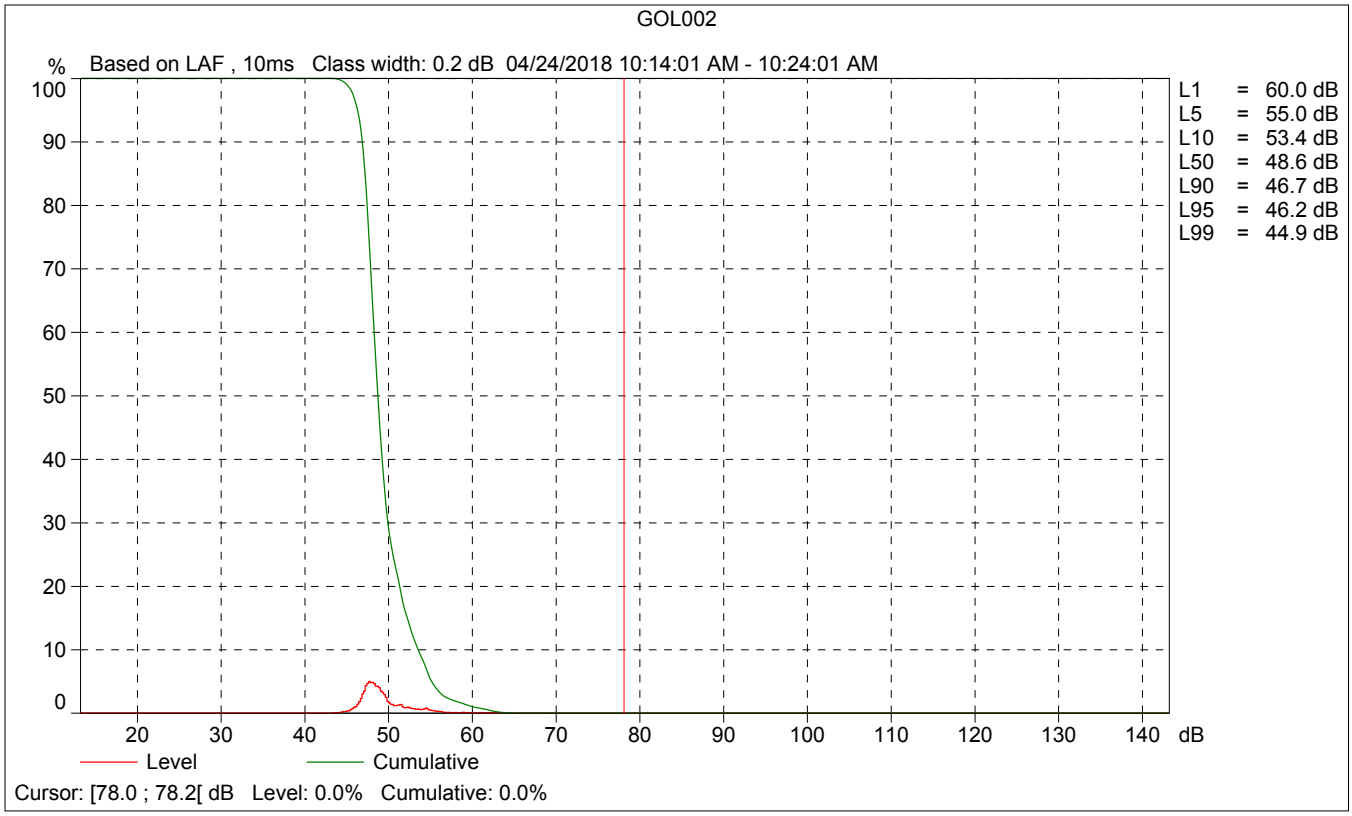
Instrument:		2250
Application:		BZ7222 Version 4.7.4
Start Time:		04/24/2018 10:14:01
End Time:		04/24/2018 10:24:01
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		142.02

	Time	Frequency
Broadband (excl. Peak):	FSI	AZ
Broadband Peak:		C
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

Calibration Time:		04/24/2018 08:07:16
Calibration Type:		External reference
Sensitivity:		44.1377311944962 mV/Pa

GOL002

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	50.8	65.4	43.4
Time	10:14:01 AM	10:24:01 AM	0:10:00				
Date	04/24/2018	04/24/2018					


GOL002
% Based on LAF , 10ms Class width: 0.2 dB 04/24/2018 10:14:01 AM - 10:24:01 AM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 60.0 dB
L5 = 55.0 dB
L10 = 53.4 dB
L50 = 48.6 dB
L90 = 46.7 dB
L95 = 46.2 dB
L99 = 44.9 dB
Level
Cumulative
Cursor: [78.0 ; 78.2[dB Level: 0.0% Cumulative: 0.0%

Site Number: 2 (GOL003)
Recorded By: Ryan Chiene
Job Number: 161984
Date: 4/24/18
Time: 10:24 a.m.
Location: Southern site boundary (10 feet north of boundary wall)
Source of Peak Noise: Traffic noise (freeway and local roads), Cox employee working, birds, Cox van starting up and driving by.

Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
51.9	45.2	70.2	91.0

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**3/29/2018**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**3/26/2018**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**3/29/2018**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**3/28/2018**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky: Cloudy**
	Note: dBA Offset = 0.01		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	0.0	52.5	30.06

Photo of Measurement Location

2250

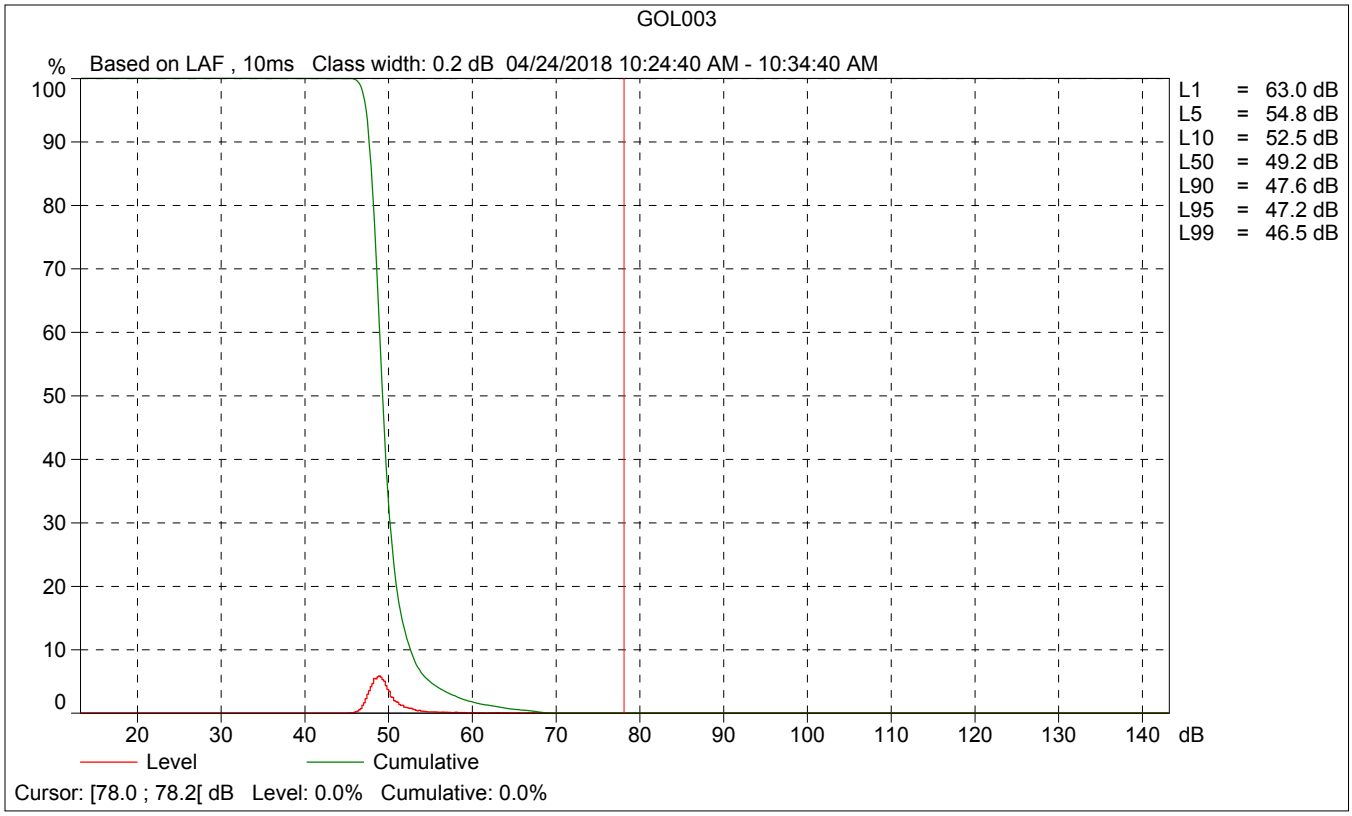
Instrument:		2250
Application:		BZ7222 Version 4.7.4
Start Time:		04/24/2018 10:24:40
End Time:		04/24/2018 10:34:40
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		142.02

	Time	Frequency
Broadband (excl. Peak):	FSI	AZ
Broadband Peak:		C
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

Calibration Time:		04/24/2018 08:07:16
Calibration Type:		External reference
Sensitivity:		44.1377311944962 mV/Pa

GOL003

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	51.9	70.2	45.2
Time	10:24:40 AM	10:34:40 AM	0:10:00				
Date	04/24/2018	04/24/2018					


GOL003
% Based on LAF , 10ms Class width: 0.2 dB 04/24/2018 10:24:40 AM - 10:34:40 AM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 63.0 dB
L5 = 54.8 dB
L10 = 52.5 dB
L50 = 49.2 dB
L90 = 47.6 dB
L95 = 47.2 dB
L99 = 46.5 dB
Level
Cumulative
Cursor: [78.0 ; 78.2[dB Level: 0.0% Cumulative: 0.0%

Site Number: 3 (GOL004)			
Recorded By: Ryan Chiene			
Job Number: 161984			
Date: 4/24/18			
Time: 10:35 a.m.			
Location: Eastern boundary of the project site, 10 feet from perimeter wall.			
Source of Peak Noise: Birds, traffic (freeway and local).			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
50.7	44.5	67.6	93.8

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**3/29/2018**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**3/26/2018**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**3/29/2018**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**3/28/2018**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** Cloudy
	Note: dBA Offset = 0.01		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	0.0	53.0	30.03

Photo of Measurement Location

2250

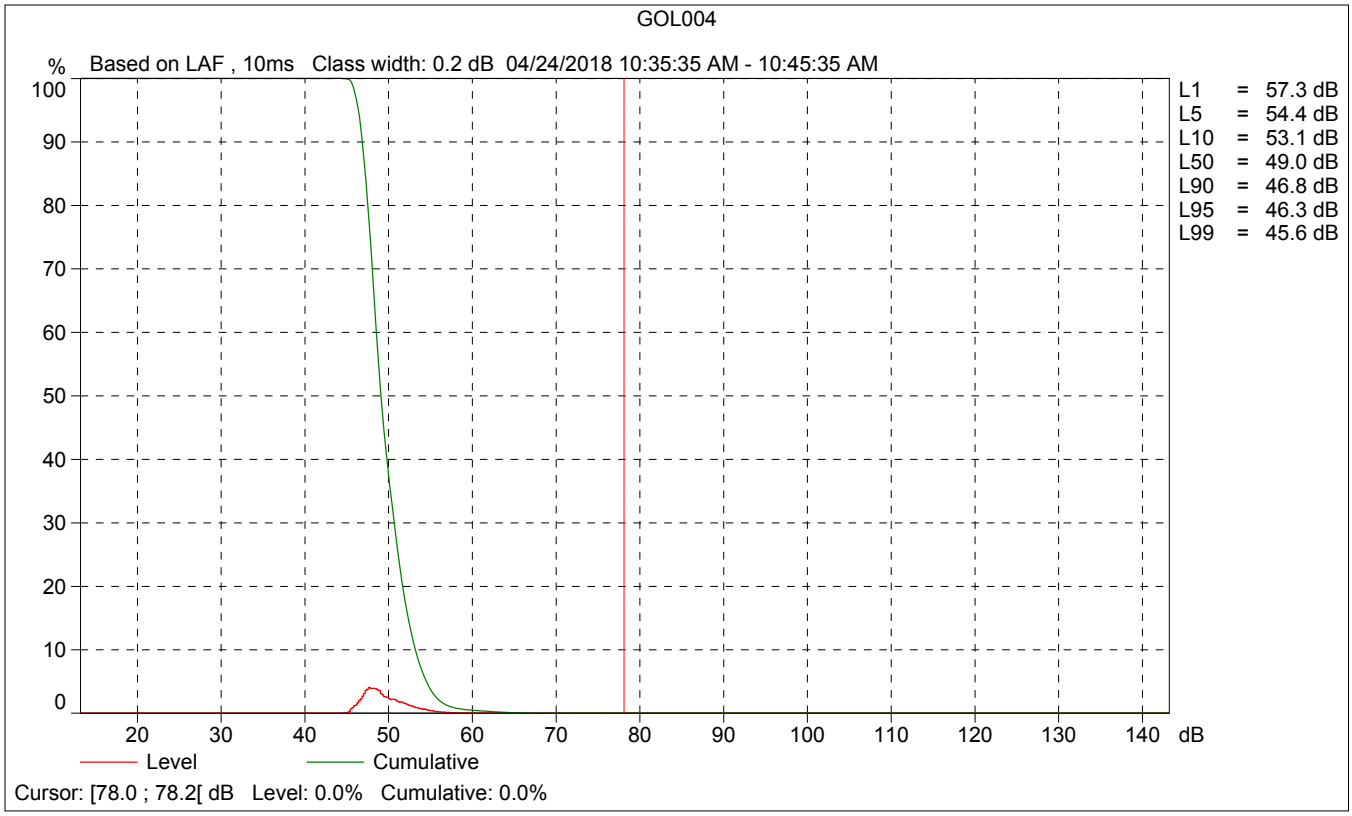
Instrument:		2250
Application:		BZ7222 Version 4.7.4
Start Time:		04/24/2018 10:35:35
End Time:		04/24/2018 10:45:35
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		142.02

	Time	Frequency
Broadband (excl. Peak):	FSI	AZ
Broadband Peak:		C
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

Calibration Time:		04/24/2018 08:07:16
Calibration Type:		External reference
Sensitivity:		44.1377311944962 mV/Pa

GOL004

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	50.7	67.6	44.5
Time	10:35:35 AM	10:45:35 AM	0:10:00				
Date	04/24/2018	04/24/2018					


GOL004
% Based on LAF , 10ms Class width: 0.2 dB 04/24/2018 10:35:35 AM - 10:45:35 AM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 57.3 dB
L5 = 54.4 dB
L10 = 53.1 dB
L50 = 49.0 dB
L90 = 46.8 dB
L95 = 46.3 dB
L99 = 45.6 dB
Level
Cumulative
Cursor: [78.0 ; 78.2[dB Level: 0.0% Cumulative: 0.0%

Site Number: 4 (GOL005)			
Recorded By: Ryan Chiene			
Job Number: 161984			
Date: 4/24/18			
Time: 10:50 a.m.			
Location: East of main building near eastern property boundary (10 feet from wall)			
Source of Peak Noise: US 101 traffic, bids, people talking, AC unit in back of Cox property.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
56.2	49.1	76.4	98.3

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**3/29/2018**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**3/26/2018**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**3/29/2018**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**3/28/2018**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** Cloudy
	Note: dBA Offset = 0.01		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	2.0	53.0	30.06

Photo of Measurement Location

2250

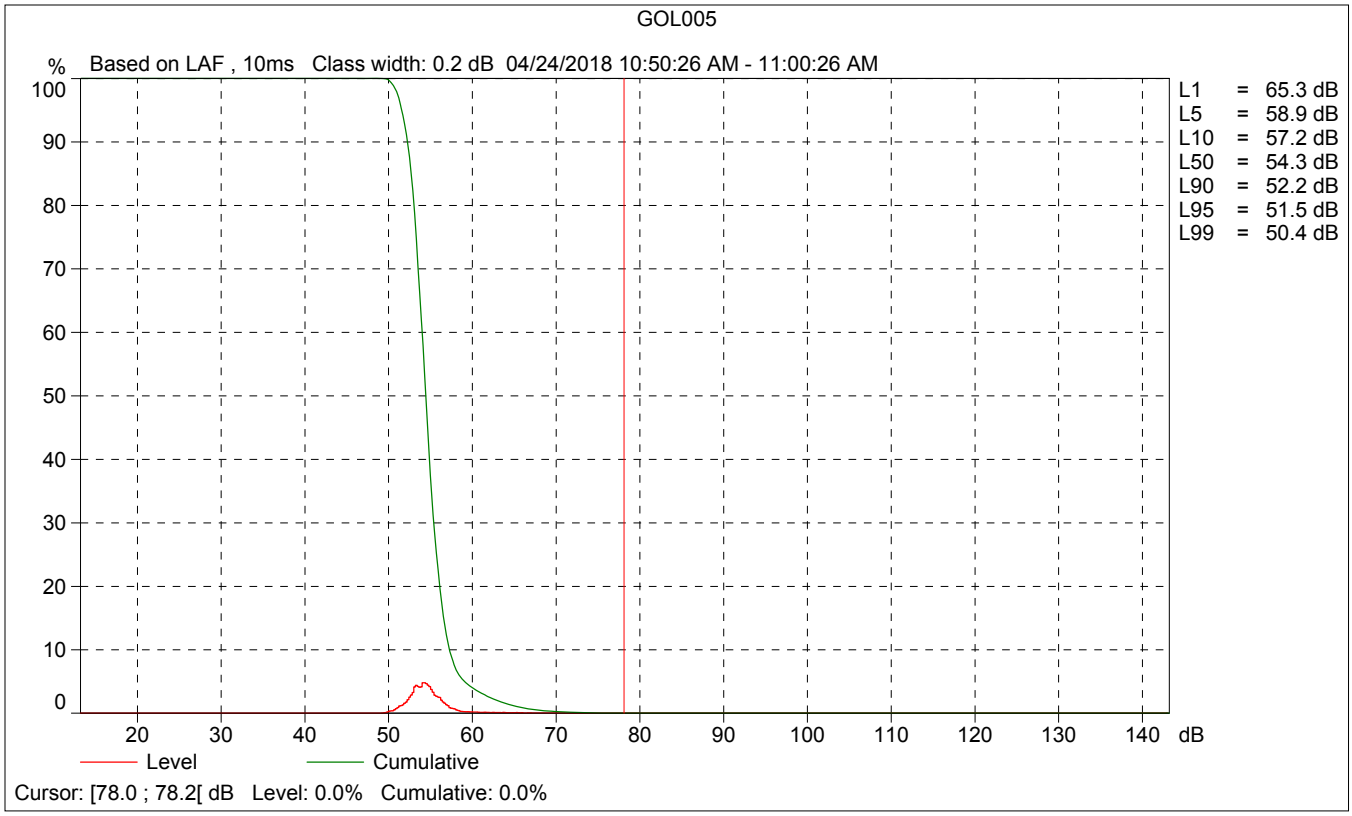
Instrument:		2250
Application:		BZ7222 Version 4.7.4
Start Time:		04/24/2018 10:50:26
End Time:		04/24/2018 11:00:26
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		142.02

	Time	Frequency
Broadband (excl. Peak):	FSI	AZ
Broadband Peak:		C
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

Calibration Time:		04/24/2018 08:07:16
Calibration Type:		External reference
Sensitivity:		44.1377311944962 mV/Pa

GOL005

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	56.2	76.4	49.1
Time	10:50:26 AM	11:00:26 AM	0:10:00				
Date	04/24/2018	04/24/2018					


GOL005
% Based on LAF , 10ms Class width: 0.2 dB 04/24/2018 10:50:26 AM - 11:00:26 AM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 65.3 dB
L5 = 58.9 dB
L10 = 57.2 dB
L50 = 54.3 dB
L90 = 52.2 dB
L95 = 51.5 dB
L99 = 50.4 dB
Level
Cumulative
Cursor: [78.0 ; 78.2[dB Level: 0.0% Cumulative: 0.0%

Site Number: 5 (GOL006)			
Recorded By: Ryan Chiene			
Job Number: 161984			
Date: 4/24/18			
Time: 11:19 a.m.			
Location: Residential neighborhood east of project site			
Source of Peak Noise: US 101 traffic, birds, unknown beeping noise, parking lot activity at Cox facility.			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
52.2	43.2	79.7	106.0

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**3/29/2018**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**3/26/2018**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**3/29/2018**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**3/28/2018**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** Cloudy
	Note: dBA Offset = 0.01		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	1.1	55.0	30.06

Photo of Measurement Location

2250

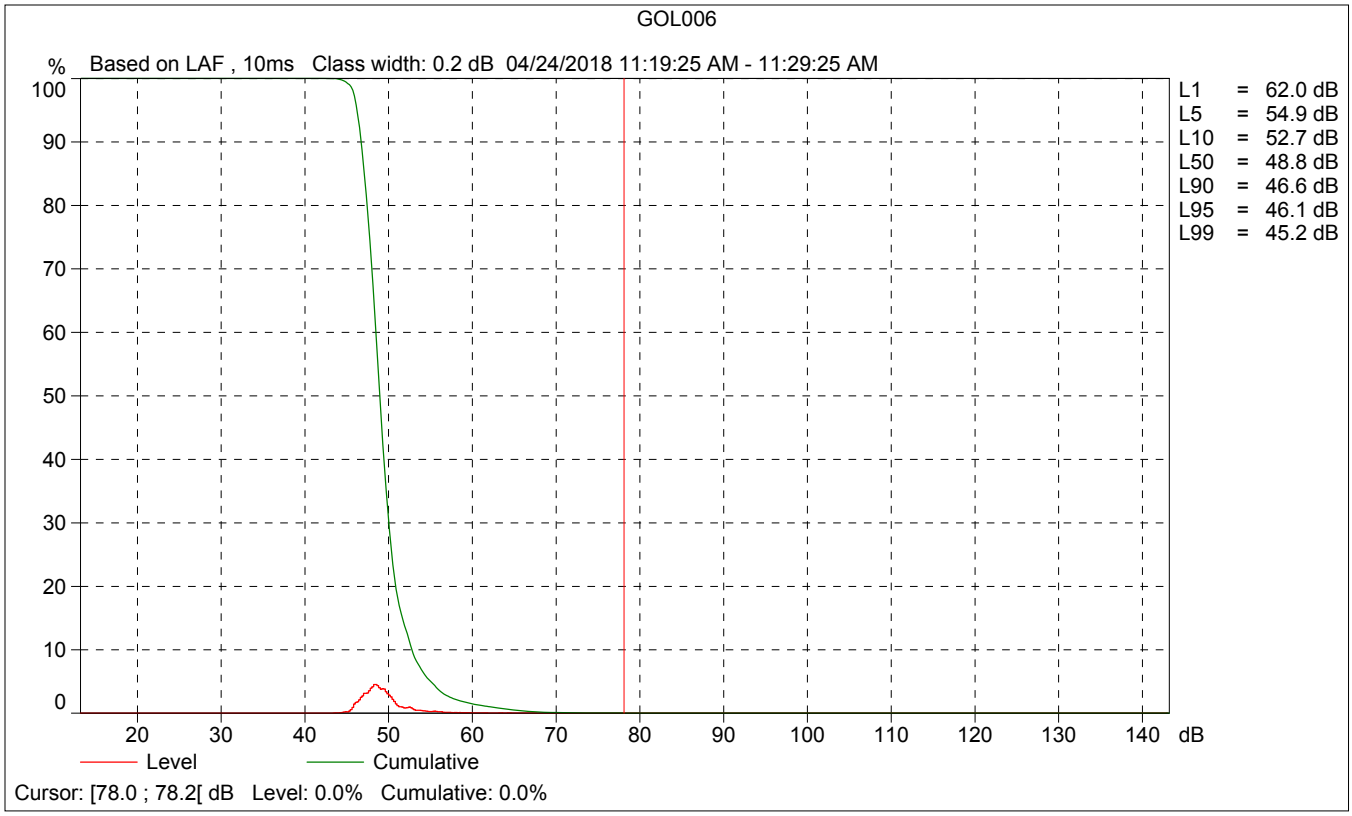
Instrument:		2250
Application:		BZ7222 Version 4.7.4
Start Time:		04/24/2018 11:19:25
End Time:		04/24/2018 11:29:25
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		142.02

	Time	Frequency
Broadband (excl. Peak):	FSI	AZ
Broadband Peak:		C
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

Calibration Time:		04/24/2018 08:07:16
Calibration Type:		External reference
Sensitivity:		44.1377311944962 mV/Pa

GOL006

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	52.2	79.7	43.2
Time	11:19:25 AM	11:29:25 AM	0:10:00				
Date	04/24/2018	04/24/2018					


GOL006
% Based on LAF , 10ms Class width: 0.2 dB 04/24/2018 11:19:25 AM - 11:29:25 AM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 62.0 dB
L5 = 54.9 dB
L10 = 52.7 dB
L50 = 48.8 dB
L90 = 46.6 dB
L95 = 46.1 dB
L99 = 45.2 dB
Level
Cumulative
Cursor: [78.0 ; 78.2[dB Level: 0.0% Cumulative: 0.0%

APPENDIX G

Updated Traffic and Parking Analysis for the Cox Communications Project – City of Goleta, Associated Transportation Engineers, November 6, 2018

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Since 1978

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

March 5, 2019 18028L07

Cox Communications
22 South Fairview Avenue
Goleta, CA 93117

UPDATED TRAFFIC AND PARKING ANALYSIS
FOR THE COX COMMUNICATIONS PROJECT - CITY OF GOLETA

Associated Transportation Engineers (ATE) has prepared the following updated traffic and parking analysis for the Cox Communication Project (the "Project"), located in the City of Goleta. The study reviews the Project's trip generation estimates and evaluates the adequacy of the Project's parking supply based on the City's Zoning Ordinance requirements.

The updated study addresses the comments provided by City staff on the Phase I analysis and includes an analysis of the Project's construction phase. It is our understanding that this study will be submitted to the City of Goleta as part of the Project's application package.

PROJECT DESCRIPTION

Existing and Proposed Building Statistics

The existing Cox Communications site is located at 22 South Fairview Avenue and currently contains 3 buildings (A, B and C) totaling 34,794 SF. Figure 1 (attached) illustrates the location of the Project site within the City. Cox Communications is proposing to remove Building A, which contains 3,360 SF of office space, and Building B, which contains 4,124 SF of warehouse space. A new 6,519 SF building would be constructed and a 170 SF elevator structure would be added to Building C (net reduction of 795 SF). The new building would be staffed by 1 employee and would house rows of equipment cabinets which contain servers, receivers, and signal transmission fiber optics which deliver video, data, and audio services to business, government, and residential customers. The building would also include emergency support electrical equipment, fire alarm and specialty fire protection and sprinkler systems, as well as a technician observation area and telecommunications fiber optic entry space.

The existing Building C contains 20,780 SF of office space and 6,530 SF of space telecommunications equipment for a total of 27,310 SF. The Project is proposing to transfer the 6,530 SF of telecommunications equipment housed in Building C to the new building. The warehouse functions housed in Building B would be moved to Building C, and a 170 SF elevator structure would be added to the building. The remodeled Building C would contain 18,824 SF of office space (including the new 170 SF elevator) and 8,656 SF of warehouse space. The relocated warehouse facility would be staffed by 4 employees. Figure 2 shows the Project site plan.

Existing and Proposed Employee Levels.

The existing Cox operations have a total of 85 employees. A total of 47 of employees work on site Monday through Friday during regular business hours (8:00 AM to 5:00 PM) as follows: Building A - 2 office employees, Building B - 4 warehouse employees, and Building C - 40 office employees and 1 telecommunications employee. The other 38 employees work in the field and pickup equipment for service calls three times per week between 7:30 am and 10:30 am.

With the proposed demolition, the employees from Buildings A and B will be relocated to Building C, and the employee count will remain the same (85 employees). The existing critical service operations that currently occupy Building C will be relocated to the new Critical Facility building. The new building will be staffed by 1 employee for a total count of 86 employees.

TRIP GENERATION ANALYSIS

Trip generation estimates were calculated for the existing and proposed Project uses based on the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual.[1] The rates for Warehouses (Land Use Code #150) were applied to the warehouse and telecommunications equipment components of the Project; and the rates for Offices (Land Use Code #710) were applied to the office uses. Table 1 shows the trip generation estimates for the existing site uses, the proposed uses and the net trip generation estimates (trip generation worksheet attached).

---

[1] Trip Generation Manual, Institute of Transportation Engineers, 10th Edition, 2017.

Table 1
Project Trip Generation Estimates

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Existing Project Trips							
Building A – Office	3,360 SF	9.74	33	1.16	4 (3/1)	1.15	4 (1/3)
Building B - Warehouse	4,124 SF	1.74	7	0.17	1 (1/0)	0.19	1 (0/1)
Building C - Office	20,780 SF	9.74	202	1.16	24 (21/3)	1.15	24 (4/20)
Building C - Telecom	6,530 SF	1.74	11	0.17	1 (1/0)	0.19	1 (0/1)
Subtotal	34,794 SF		253		30 (26/4)		30 (5/25)
Proposed Site Trips							
New Building -Telecom	6,519 SF	1.74	11	0.17	1 (1/0)	0.19	1 (0/1)
Building C - Office	18,824 SF	9.74	183	1.16	22 (19/3)	1.15	22 (4/18)
Building C - Warehouse	8,656 SF	1.74	15	0.17	1 (1/0)	0.19	2 (1/1)
Subtotal	33,999 SF		209		24 (21/3)		25 (5/20)
Net Trip Generation			-44		-6 (-5/-1)		-5 (-0/-5)

The data presented in Table 1 show that the Project would result in the net reduction of 44 average daily trips (ADT), 6 AM peak hour trips, and 5 PM peak hour trips.

PARKING ANALYSIS

Parking Supply

The existing parking lot includes 20 spaces in the front lot and 116 spaces in the back lot (including tandem spaces) for a total of 136 spaces. The Project site plan (Figure 2) shows that the reconfigured site would provide 108 parking spaces with 10 tandem spaces for fleet parking.

City of Goleta Zoning Ordinance Parking Requirements

The parking requirements for the Project were calculated based on the City of Goleta's Zoning Ordinance rates. The calculations completed for the Project assume the breakdown of uses outlined in the Project Description section of this report. The City's rates are summarized below:

- Office Uses — 1 Space/300 SF
- Warehouse Uses — 1 Space/1,000 SF + 1 Space/4 Employees

Table 2 presents the City's Zoning Ordinance requirements for the Project.

Table 2
City of Goleta Ordinance Parking Requirements

Land-Use	Size	Parking Ratio	Parking Requirement	Parking Provided
New Building				108 Spaces
Telecom Storage	6,519 SF	*1 Space/1,000 SF*	7 Spaces	
Employees	1 Employee	*1 Space/4 Emps*	1 Space	
Building C				
Office(a)	18,824 SF	*1 Spaces/300 SF*	63 Spaces	
Warehouse	8,656 SF	*1 Space/1,000 SF*	9 Spaces	
Employees	4 Employees	*1 Space/4 Emps*	1 Spaces	
Total			**81 Spaces**	**108 Spaces**
(a) Office area includes new 170 SF elevator				

As shown in Table 2, the Zoning Ordinance parking requirement for the Project is 81 spaces. The proposed parking supply of 108 spaces therefore satisfies the parking requirements for the Project and provides 27 extra spaces. Field observations of the existing parking lot found that during normal business hours, the parking lot is generally 50 to 60 % occupied, thus the number of spaces proposed for the project would be more than sufficient to accommodate parking demands during normal business hours.

CONSTRUCTION TRANSPORTATION AND PARKING MANGEMENT PLAN

Construction of the new critical telecommunication building is anticipated to take approximately 9 to 12 months. During the construction period, on-site circulation and parking will be disrupted. Cox has developed a construction management plan to accommodate staff and construction worker parking, provide areas for construction material storage, and maintain on-site circulation.

Construction Sequencing and Site Design

Figure 3 shows the proposed layout of the Project site during the construction phase. The initial phase of construction will involve the demolition of Building A and the construction of a new employee parking lot with 25 spaces in the vacated area. An additional 10 parking spaces will be maintained in the area south of Building C, and 5 visitor spaces will be provided in the area in front of Building C adjacent to Fairview Avenue. The loading area for Building B will be relocated from the west side of the building to the north side of the building and 2 loading spaces will be provided for Cox field vehicles. Based on the proposed plan, a total of 42 parking spaces will be provided for Cox employees and visitors.

The existing parking area located on the northeast corner of the site will be used for construction worker parking (4 spaces) and construction containers. The existing parking area located on the southeast corner of the site will be used for construction worker parking (8 spaces) and the construction trailer. The area around the new critical telecommunications building site will be used for the storage of construction materials and one-way circulation aisle will be maintained around the building site to accommodate deliveries and emergency access.

Cox Employees and Vehicles

Cox has a fleet of 85 company vehicles and 85 employees. It is estimated that Cox would maintain 20 employees on-site after Building A is demolished. 27 office employees will be relocated to an off-site office location. The parking plan for the fleet vehicles during the construction phase of the Project is outlined below.

- Up to 40 vehicles will park at the employee's home.
- Up to 27 vehicles will park at an off-site leased office location (30 South La Patera Lane).
- Up to 35 vehicles will park on-site (included as employee parking).
- Up to 20 vehicles will park at an off-site leased parking lot (7055 Marketplace Drive).

Construction Parking and Deliveries

During the construction phase of the Project, an average of 15 construction workers are expected on-site with a maximum of 30 workers during peak periods. As noted above, 12 construction worker parking spaces will be accommodated on-site. The remaining construction workers will be shuttled to the site from an off-site location. Shuttling of Cox employees will not be required. The construction parking plan is outlined below.

- There will be a total of up to 4 shuttle van trips per day (2 AM, 2 PM).
- 1-3 small construction deliveries per day.
- 1-2 large construction deliveries per week.
- Dumpsters will be replaced every 2-3 days.
- A construction trailer and containers will be placed on-site with 12 parking spaces for visitor and construction admin personnel.
- The construction work area has been designed to accommodate deliveries.
- The shuttle schedule will avoid peak hour trip times (6:45 AM, 3:45 PM)
- Shuttle lot will be within a 3-4 mile radius of project site, determined prior to building permit issuance (tentatively identified as 140 Frederick Lopez Road).

Monitoring of on-site parking will occur through clearly delineated parking signage and enforced through an on-site security guard who will monitor the parking spaces and direct vehicles as needed. With the implementation of the Construction Transportation and Parking Management Plan components outlined above, the Cox site would accommodate construction activities.

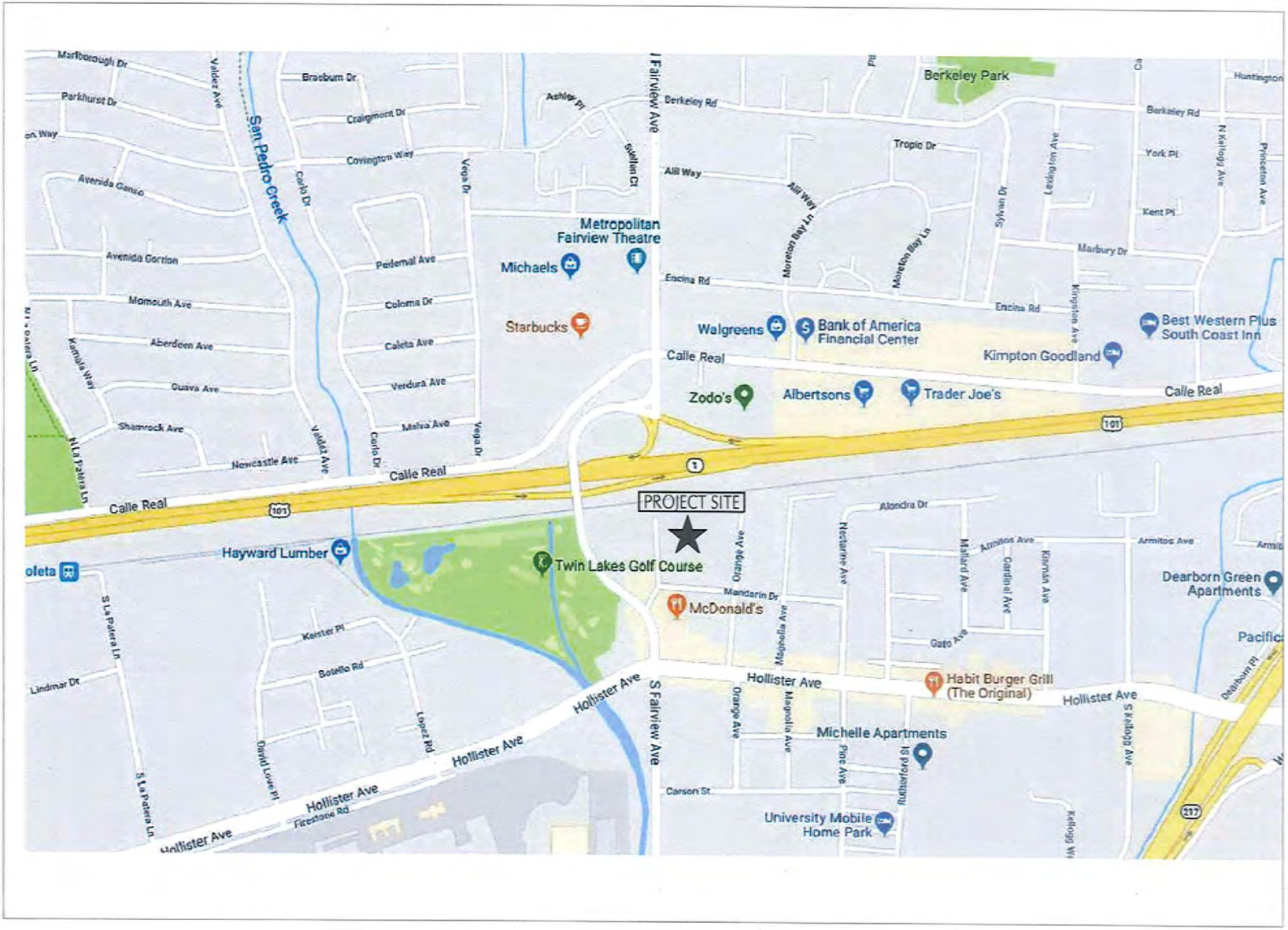
This concludes ATE's Updated Traffic and Parking Analysis for the Cox Communications Project.

Associated Transportation Engineers,

Scott A. Schell, AICP, PTP
Principal Transportation Planner

Attachments

SAS/EKM/BDS



N
NOT TO SCALE

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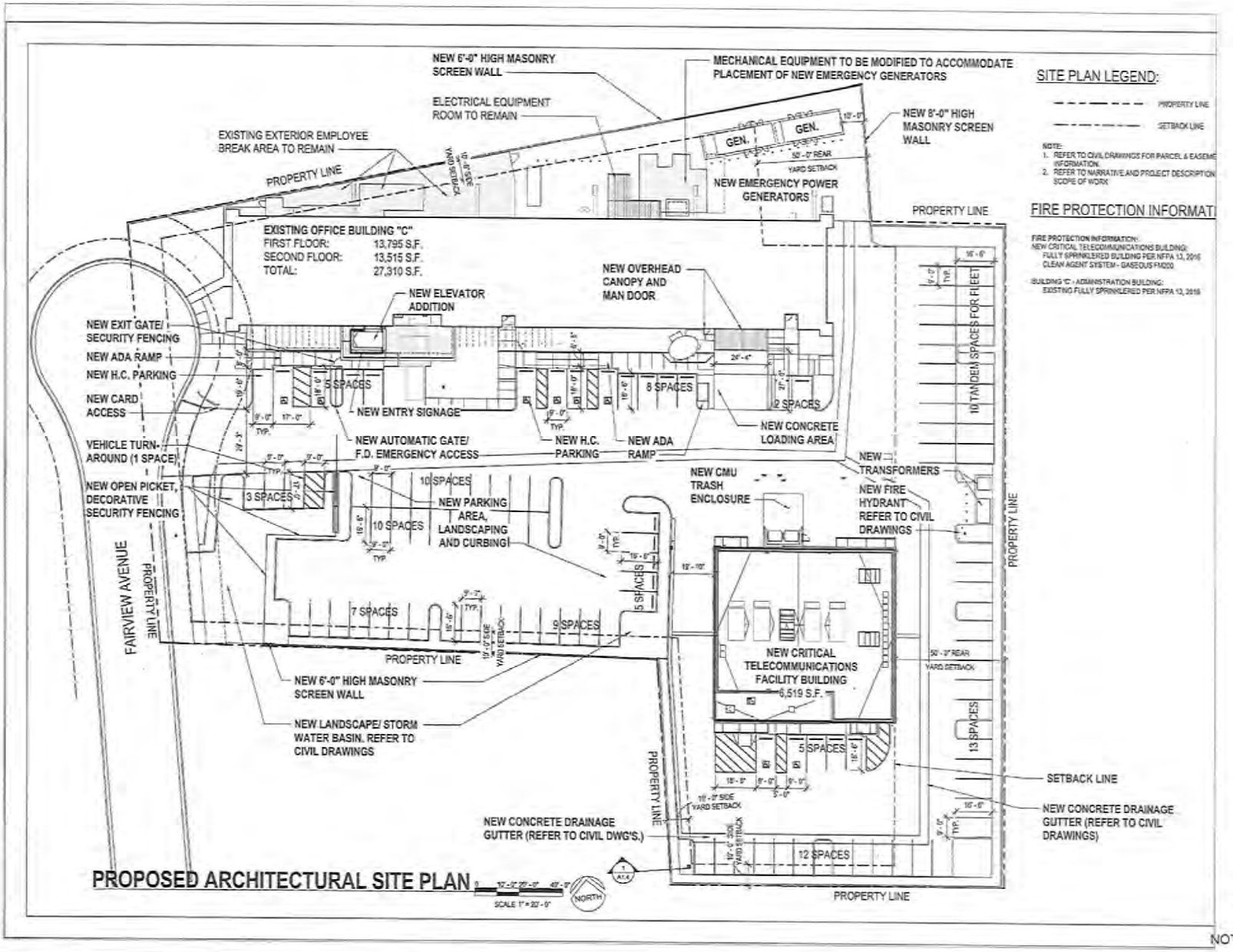
ENGINEERS

PROJECT SITE LOCATION

FIGURE 1

EKM - ATE#18028

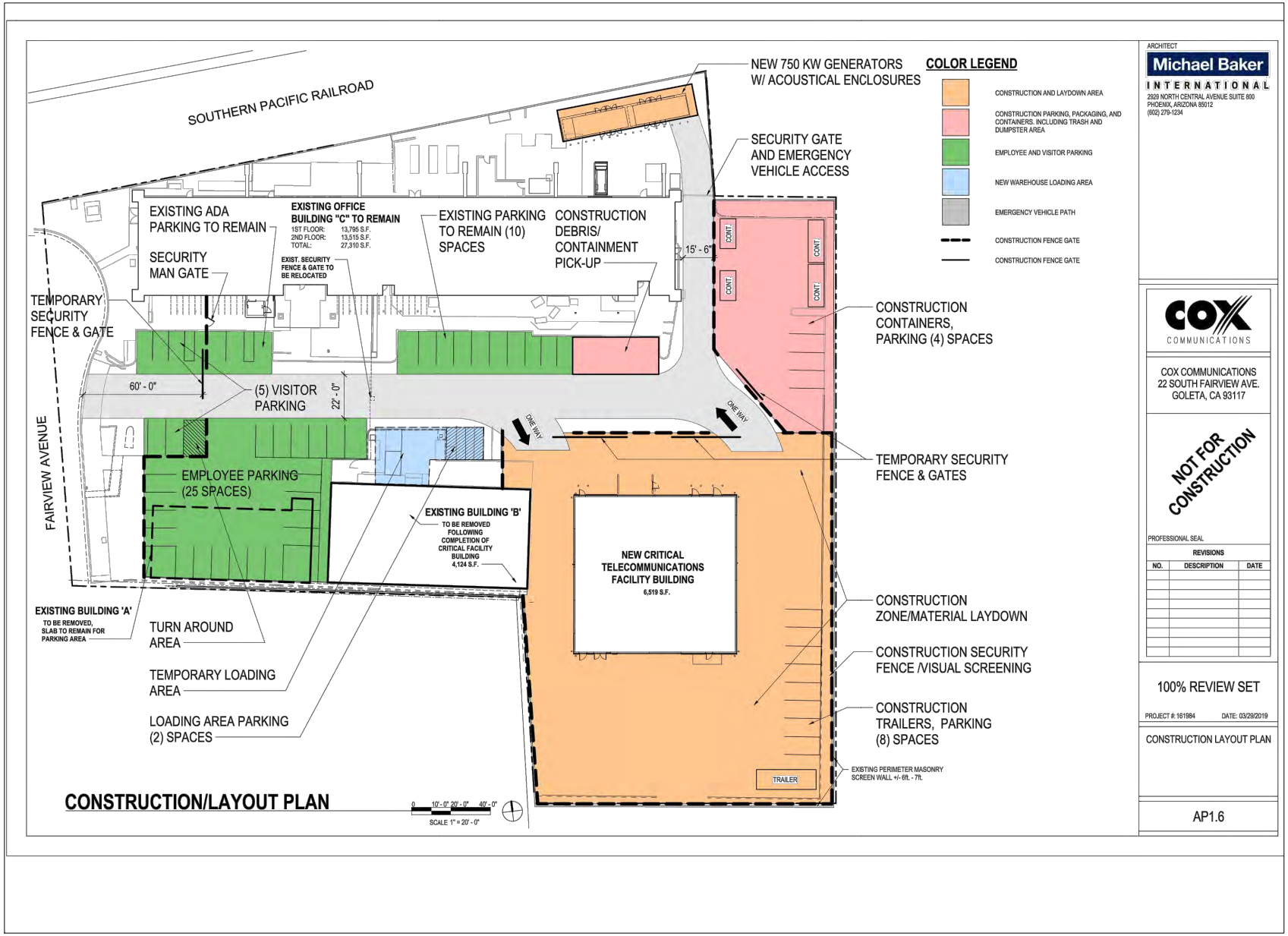


ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT SITE PLAN

FIGURE 2

EKM - ATE#18028


SOUTHERN PACIFIC RAILROAD
NEW 750 KW GENERATORS W/ ACOUSTICAL ENCLOSURES
SECURITY GATE AND EMERGENCY VEHICLE ACCESS
COLOR LEGEND
CONSTRUCTION AND LAYDOWN AREA
CONSTRUCTION PARKING, PACKAGING, AND CONTAINERS, INCLUDING TRASH AND DUMPSTER AREA
EMPLOYEE AND VISITOR PARKING
NEW WAREHOUSE LOADING AREA
EMERGENCY VEHICLE PATH
CONSTRUCTION FENCE GATE
CONSTRUCTION FENCE GATE
EXISTING ADA PARKING TO REMAIN
EXISTING OFFICE BUILDING "C" TO REMAIN
1ST FLOOR: 13,795 S.F.
2ND FLOOR: 13,515 S.F.
TOTAL: 27,310 S.F.
EXISTING PARKING TO REMAIN (10) SPACES
CONSTRUCTION DEBRIS/ CONTAINMENT PICK-UP
SECURITY MAN GATE
EXIST. SECURITY FENCE & GATE TO BE RELOCATED
TEMPORARY SECURITY FENCE & GATE
15' - 6"
CONT.
CONSTRUCTION CONTAINERS, PARKING (4) SPACES
60' - 0"
(5) VISITOR PARKING
22' - 0"
ONE WAY
ONE WAY
TEMPORARY SECURITY FENCE & GATES
FAIRVIEW AVENUE
EMPLOYEE PARKING (25 SPACES)
EXISTING BUILDING 'B'
TO BE REMOVED FOLLOWING COMPLETION OF CRITICAL FACILITY BUILDING
4,124 S.F.
NEW CRITICAL TELECOMMUNICATIONS FACILITY BUILDING
6,519 S.F.
CONSTRUCTION ZONE/MATERIAL LAYDOWN
CONSTRUCTION SECURITY FENCE /VISUAL SCREENING
CONSTRUCTION TRAILERS, PARKING (8) SPACES
EXISTING BUILDING 'A'
TO BE REMOVED, SLAB TO REMAIN FOR PARKING AREA
TURN AROUND AREA
TEMPORARY LOADING AREA
LOADING AREA PARKING (2) SPACES
TRAILER
EXISTING PERIMETER MASONRY SCREEN WALL +/- 6ft. - 7ft.
CONSTRUCTION/LAYOUT PLAN
0 10'-0" 20'-0" 40'-0"
SCALE 1" = 20'-0"
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PHOENIX, ARIZONA 85012
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GOLETA, CA 93117
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REVISIONS
NO. DESCRIPTION DATE
100% REVIEW SET
PROJECT #: 161984 DATE: 03/29/2019
CONSTRUCTION LAYOUT PLAN
AP1.6

ATTACHMENTS

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ATTACHMENT 1

Project Plans

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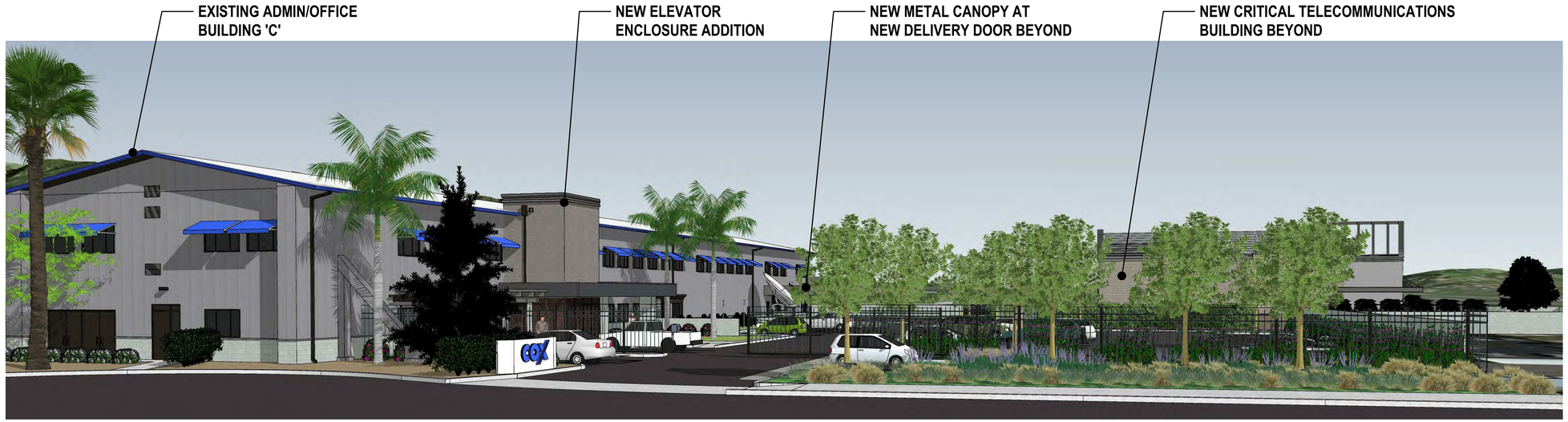
EXISTING SITE & BUILDING VIEWS FROM FAIRVIEW AVE



PROPOSED SITE & BUILDING VIEW FROM FAIRVIEW AVE

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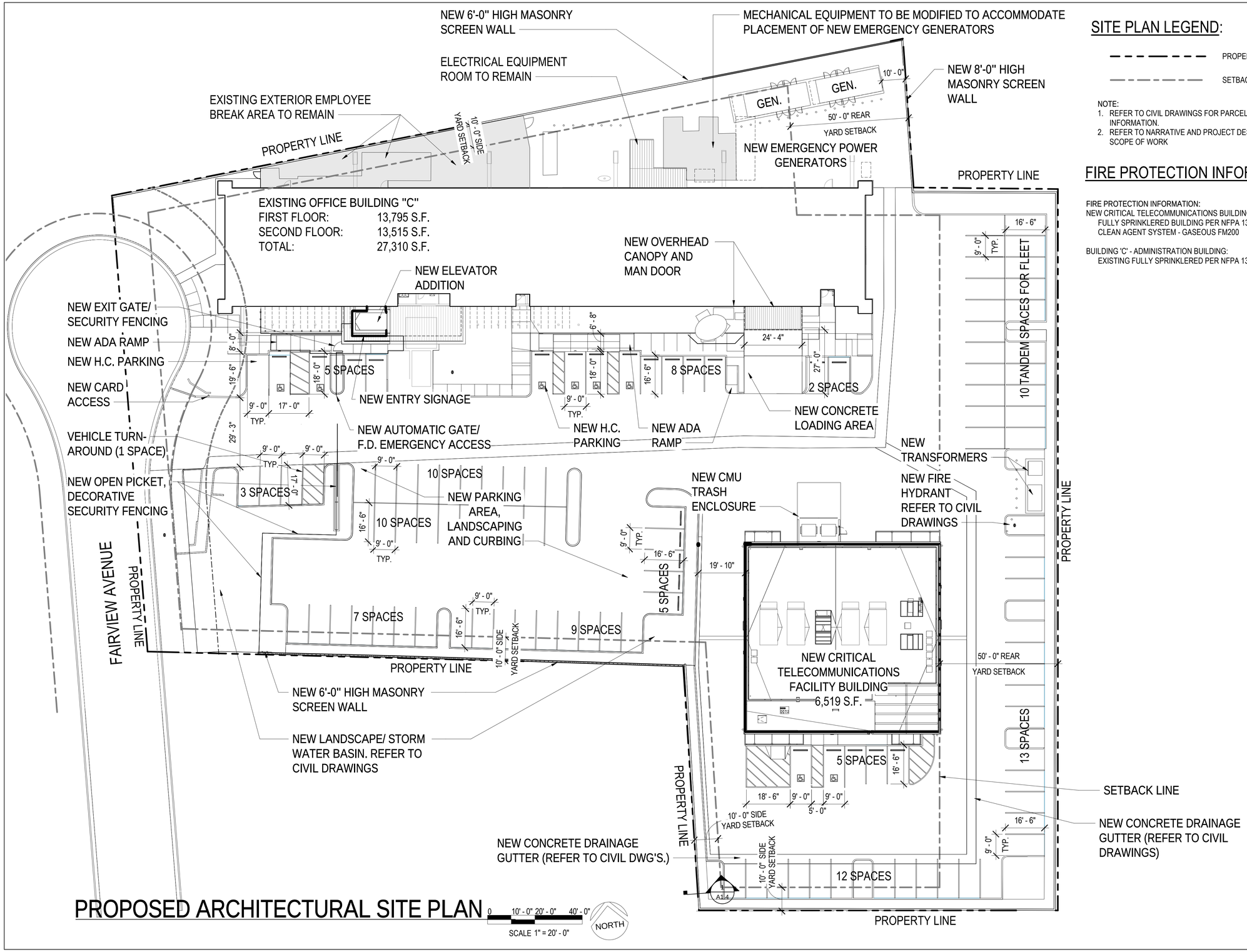
PROJECT #: 161984 DATE: 03/12/2019

EXTERIOR ELEVATIONS - EXISTING & PROPOSED

AP2.4



PROPOSED ARCHITECTURAL SITE PLAN

SITE PLAN LEGEND:

PROPERTY LINE

SETBACK LINE

NOTE:
1. REFER TO CIVIL DRAWINGS FOR PARCEL & EASEMENT INFORMATION.
2. REFER TO NARRATIVE AND PROJECT DESCRIPTION FOR SCOPE OF WORK

FIRE PROTECTION INFORMATION

FIRE PROTECTION INFORMATION:
NEW CRITICAL TELECOMMUNICATIONS BUILDING:
FULLY SPRINKLERED BUILDING PER NFPA 13, 2016
CLEAN AGENT SYSTEM - GASEOUS FM200

BUILDING 'C' - ADMINISTRATION BUILDING:
EXISTING FULLY SPRINKLERED PER NFPA 13, 2016

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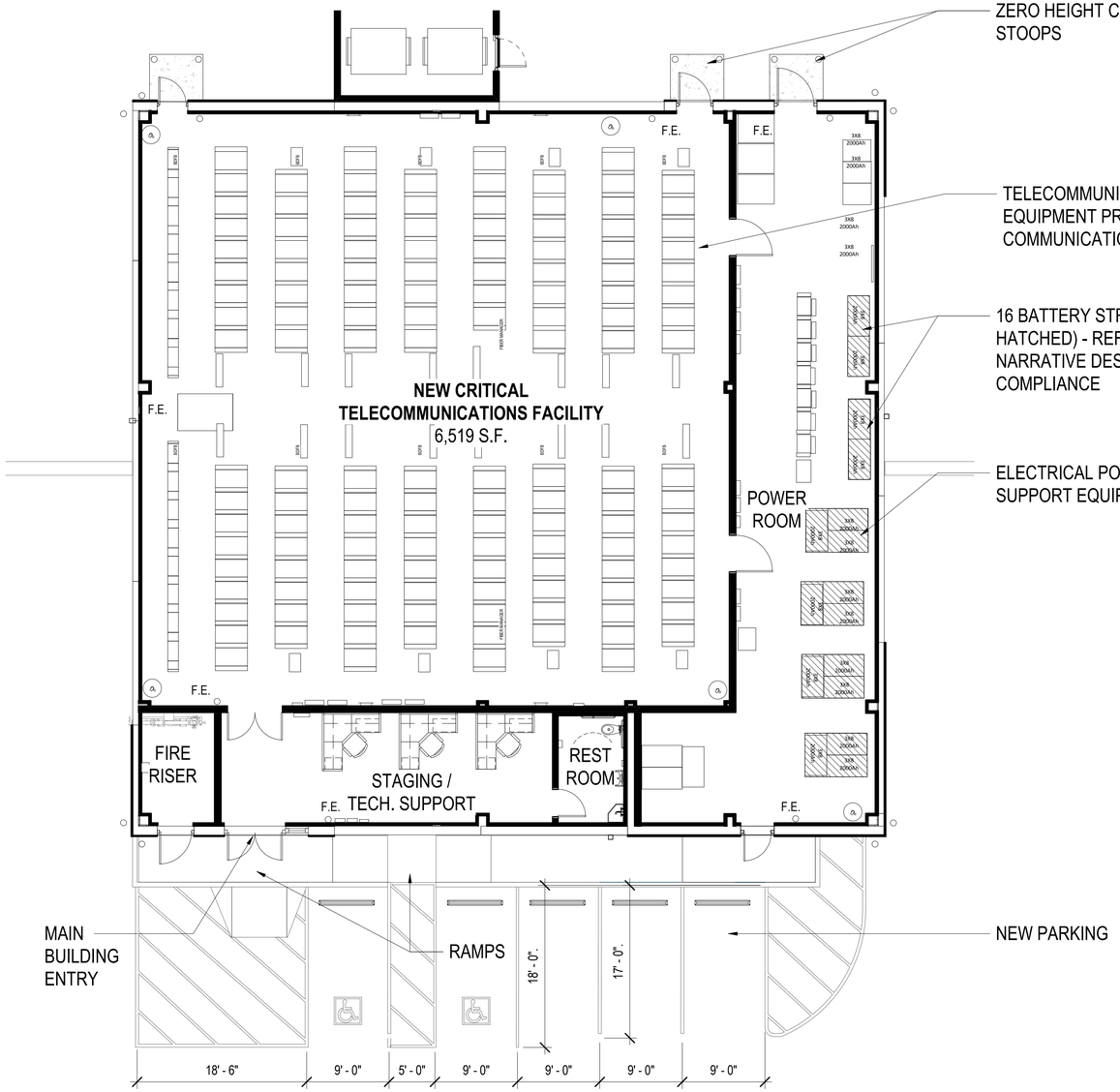
PROJECT #: 161984 DATE: 03/12/2019

ARCHITECTURAL PROPOSED SITE PLAN MODIFICATION

AP1.1



NEW CRITICAL TELECOMMUNICATIONS FACILITY

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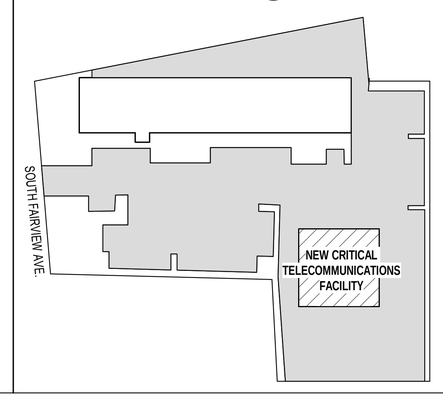
SCALE 1/8" = 1' - 0"

KEYPLAN

SCALE: NTS



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PROPOSED NEW CRITICAL TELECOMMUNICATION FACILITY

AP1.2

EXPOSED STEEL CHANNEL CANOPY WITH ROD SUPPORTS

OPEN ALUMINUM LATTICE ATTACHED TO VERTICAL POSTS

METAL ACCENT CORNICE ASSEMBLY

OPEN TUBE STEEL STRUCTURE - PAINTED

8"X8"X16" GROUND FACE MASONRY WITH DECORATIVE AGGREGATE

FLAT SEAM METAL PANEL FASCIA - COLOR TO MATCH EXISTING ADMIN. BUILDING

PROPOSED CRITICAL FACILITY BUILDING SOUTH-EAST VIEW

OPEN ALUMINUM LATTICE ATTACHED TO VERTICAL POSTS

8"X8"X16" GROUND FACE MASONRY WITH DECORATIVE AGGREGATE

FLAT SEAM METAL PANEL FASCIA - COLOR TO MATCH EXISTING ADMIN. BUILDING

PROPOSED CRITICAL FACILITY BUILDING NORTH-EAST VIEW

OPEN ALUMINUM LATTICE ATTACHED TO VERTICAL POSTS

TRASH ENCLOSURE - FLAT SEAM METAL PANELS ON STEEL GATE FRAMES

FLAT SEAM METAL PANEL FASCIA - COLOR TO MATCH EXISTING ADMIN. BUILDING

PROPOSED CRITICAL FACILITY BUILDING NORTH-WEST VIEW

OPEN TUBE STEEL STRUCTURE - PAINTED

EXPOSED STEEL CHANNEL CANOPY WITH ROD SUPPORTS

PROPOSED CRITICAL FACILITY BUILDING SOUTH-WEST VIEW

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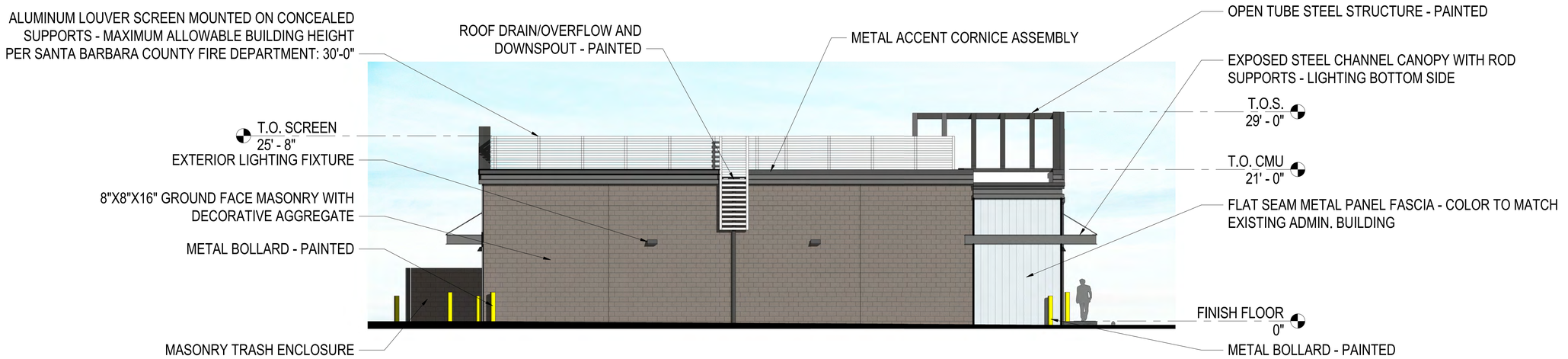
PROJECT #: 161984 DATE: 03/12/2019

PERSPECTIVE VIEWS

AP2.5



CRITICAL TELECOMMUNICATIONS FACILITY
WEST ELEVATION

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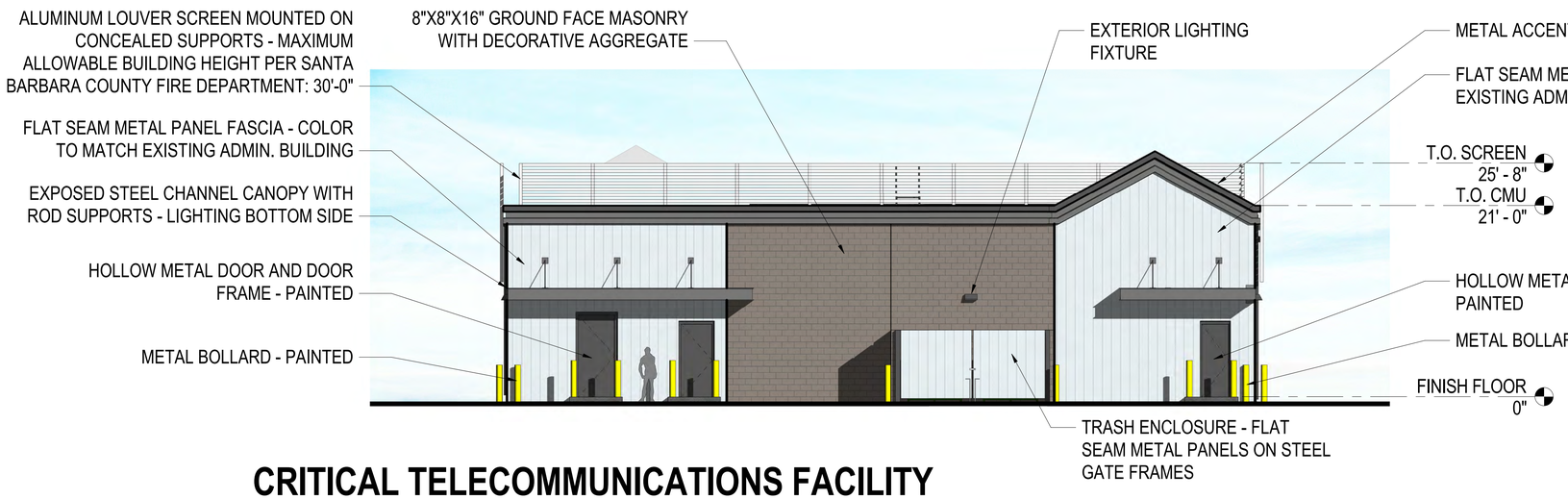

CRITICAL TELECOMMUNICATIONS FACILITY
NORTH ELEVATION

0 4' - 0" 8' - 0" 16' - 0"

SCALE 1/8" = 1' - 0"

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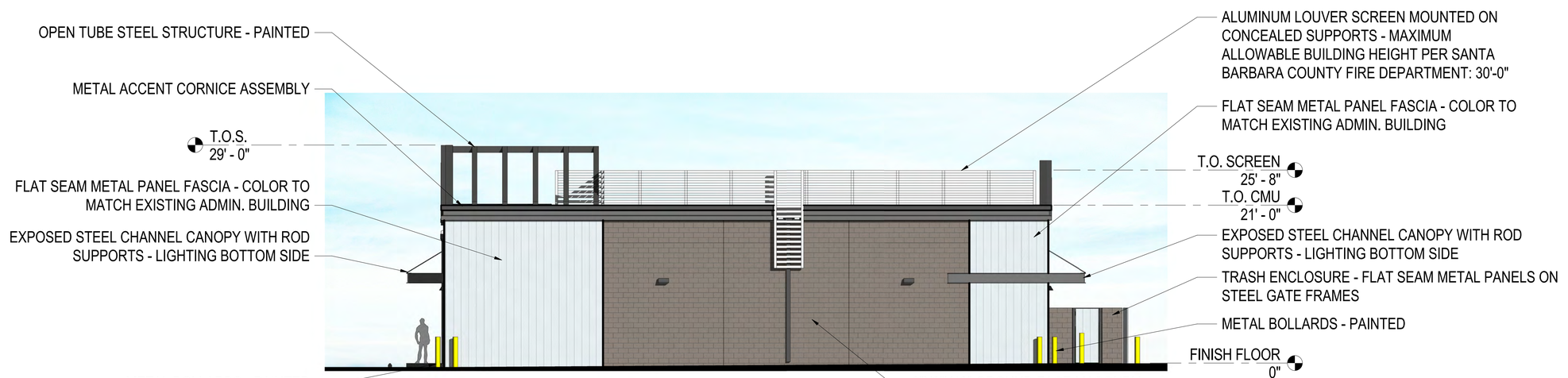
DESIGN REVIEW

PROJECT #: 161984 DATE: 03/12/2019

EXTERIOR ELEVATIONS - CRITICAL TELECOMMUNICATION FACILITY

AP2.0



CRITICAL TELECOMMUNICATIONS FACILITY
EAST ELEVATION

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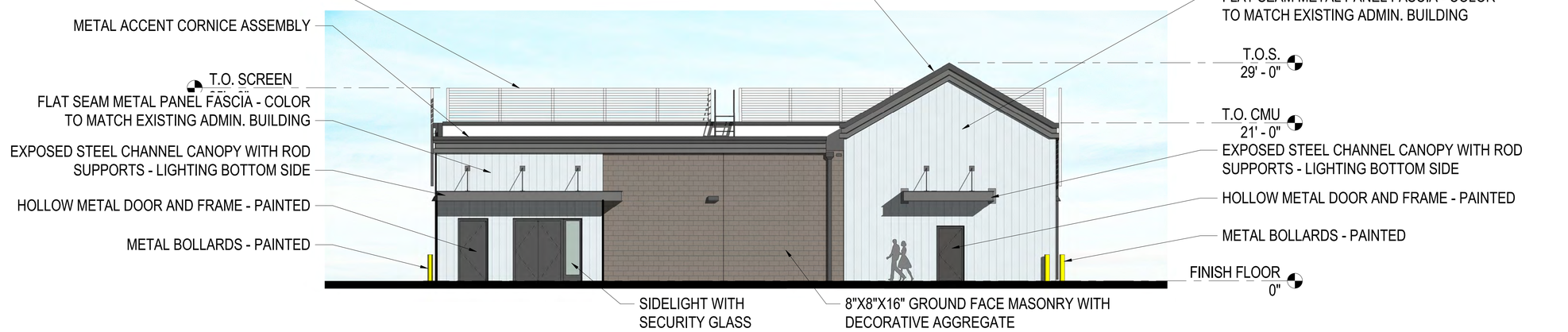

CRITICAL TELECOMMUNICATIONS FACILITY
SOUTH ELEVATION

0 4' - 0" 8' - 0" 16' - 0"

SCALE 1/8" = 1' - 0"

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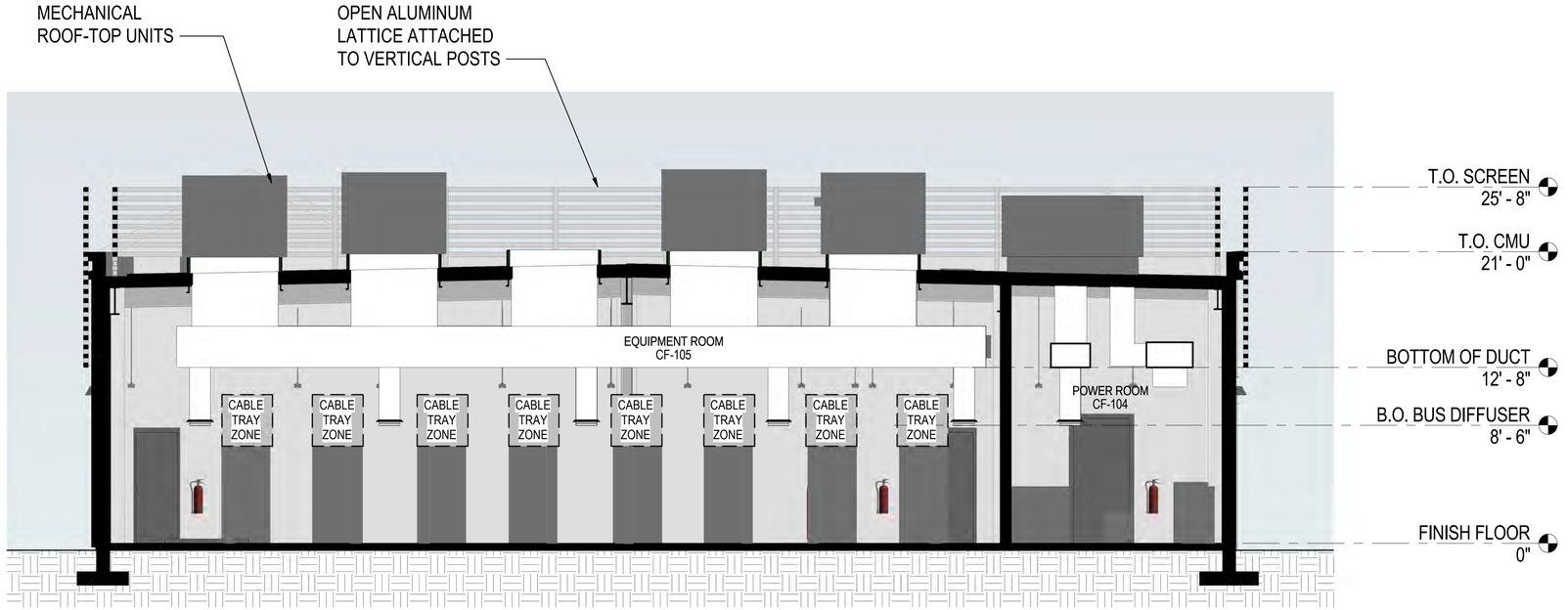
PROJECT #: 161984 DATE: 03/12/2019

EXTERIOR ELEVATIONS - CRITICAL TELECOMMUNICATION FACILITY

AP2.1

DETAIL VIEW



CRITICAL FACILITY BUILDING SECTION

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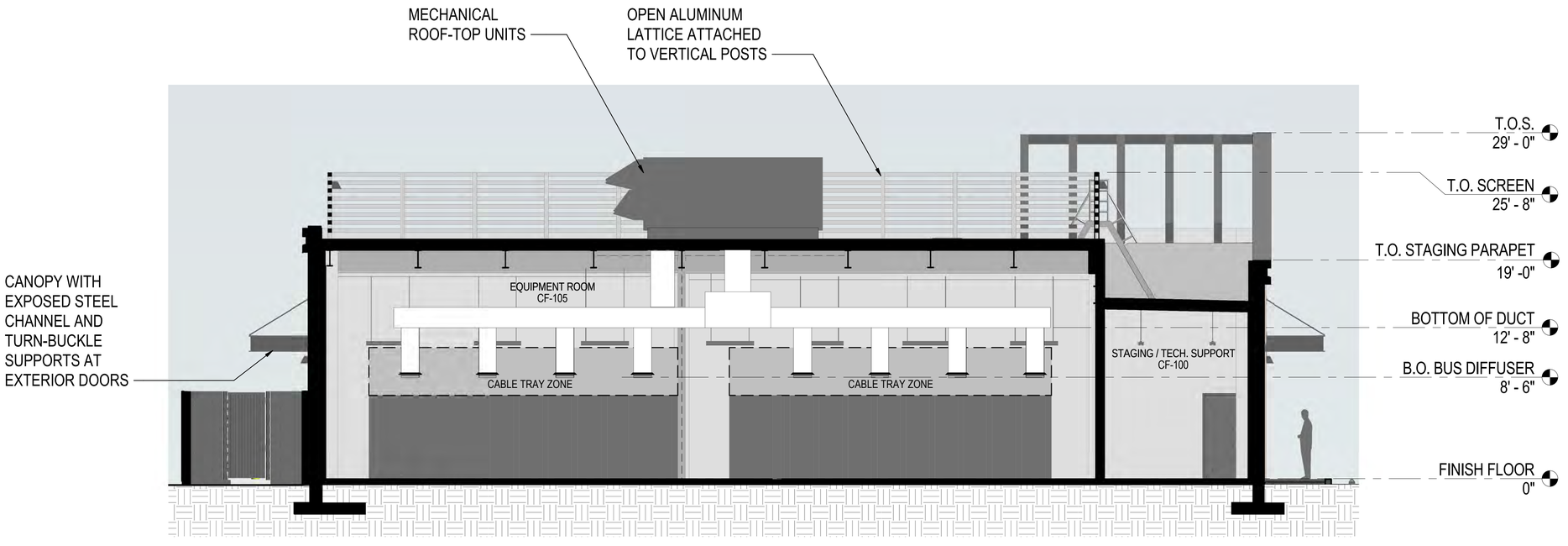

CRITICAL FACILITY BUILDING SECTION

0 4' - 0" 8' - 0" 16' - 0"

SCALE 3/16" = 1' - 0"

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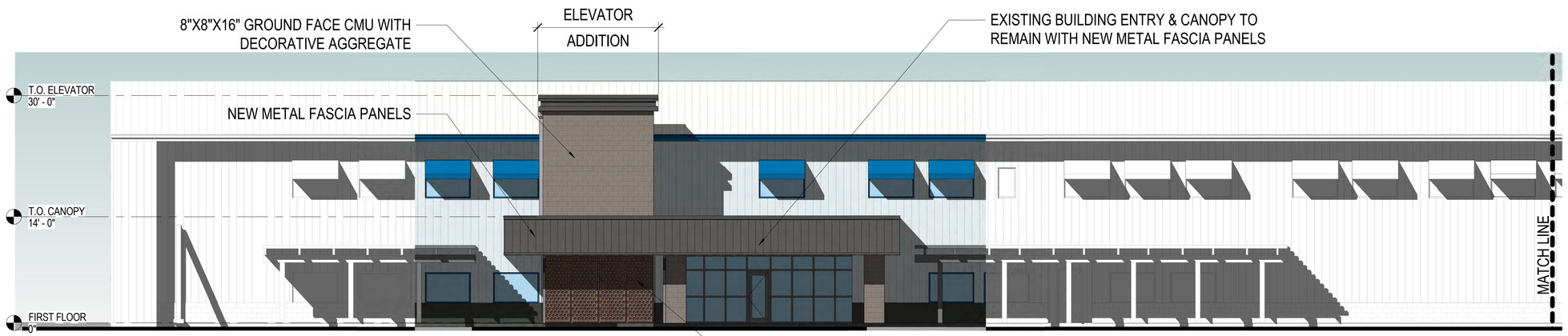
DESIGN REVIEW

PROJECT #: 161984 DATE: 03/12/2019

BUILDING SECTIONS - CRITICAL FACILITY

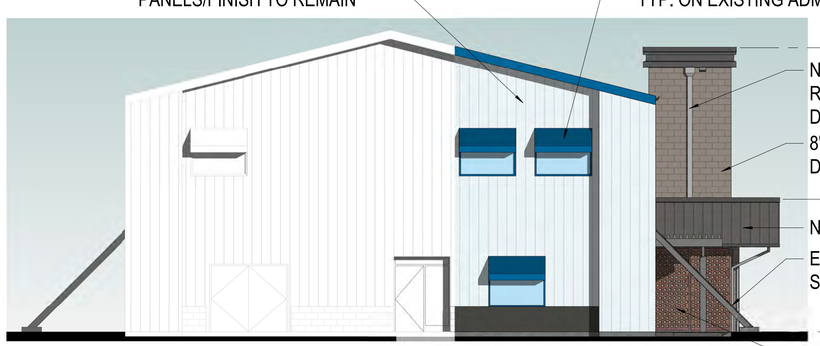
AP1.7

PERSPECTIVE VIEW



EXISTING OFFICE/ADMINISTRATION BUILDING SOUTH ELEVATION

0 4' - 0" 8' - 0" 16' - 0"
SCALE 1/8" = 1' - 0"



EXISTING OFFICE/ADMIN BUILDING WEST ELEVATION

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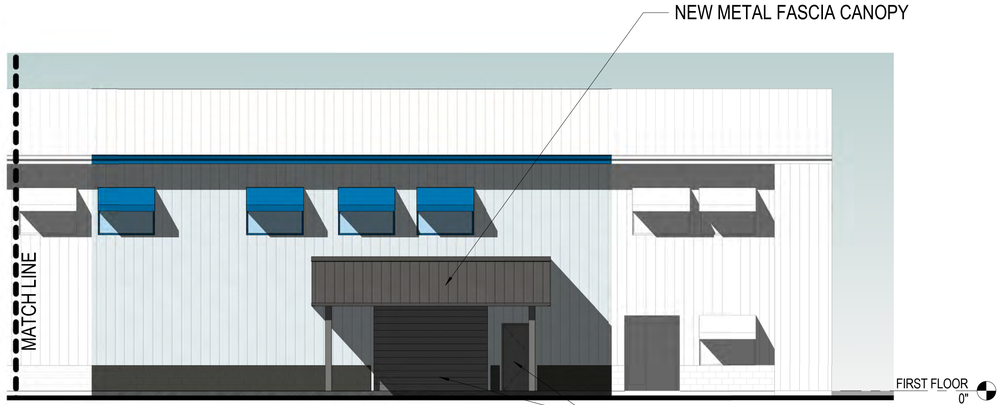
SCALE 1/8" = 1' - 0"



EXISTING OFFICE/ADMIN BUILDING SOUTH ELEVATION

0 4' - 0" 8' - 0" 16' - 0"
SCALE 1/8" = 1' - 0"

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GOLETA, CA 93117

NOT FOR CONSTRUCTION

PROFESSIONAL SEAL

REVISIONS

NO.	DESCRIPTION	DATE
1	REVISION 1	10/15/18
2	REVISION 2	01/07/19

DESIGN REVIEW

PROJECT #: 161984 DATE: 03/12/2019

EXTERIOR ELEVATIONS - ADMINISTRATION BUILDING 'C'

AP2.2

COMMUNICATIONS
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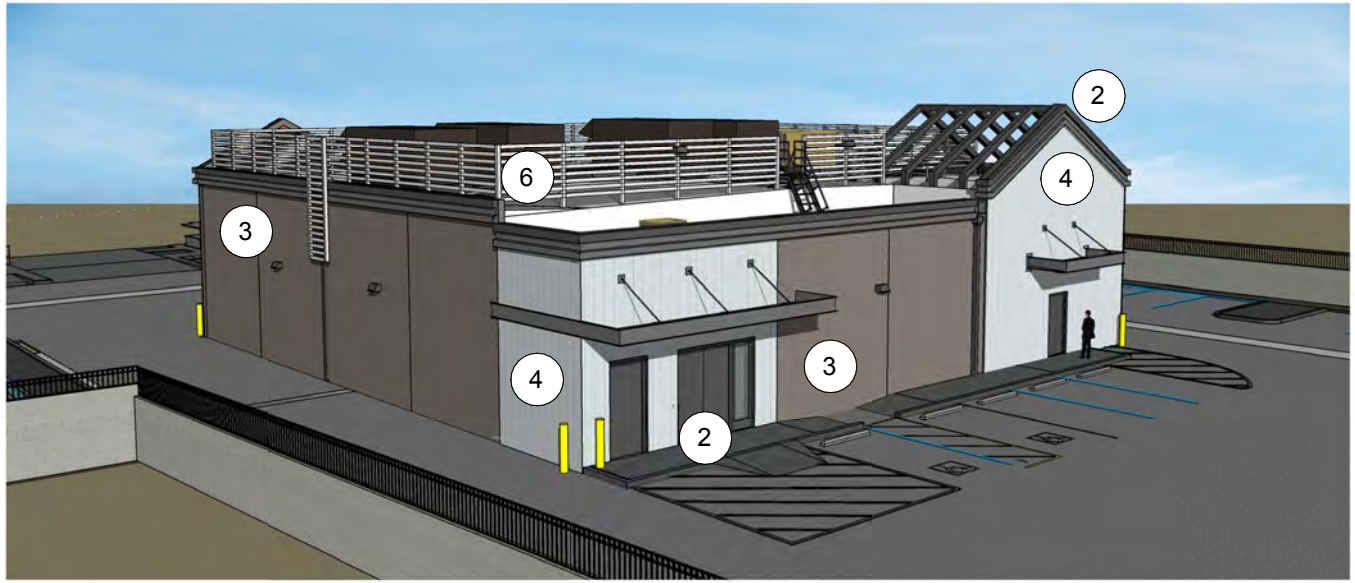
BUILDING MATERIAL BOARD

EXISTING BUILDING 'C' - ADMINISTRATION ELEVATOR & LOADING AREA ADDITION



NEW CRITICAL TELECOMMUNICATIONS FACILITY

MATERIAL LEGEND

1 
- RUST FINISH PERFORATED METAL PANEL ON EXPOSED MOUNTING HARDWARE

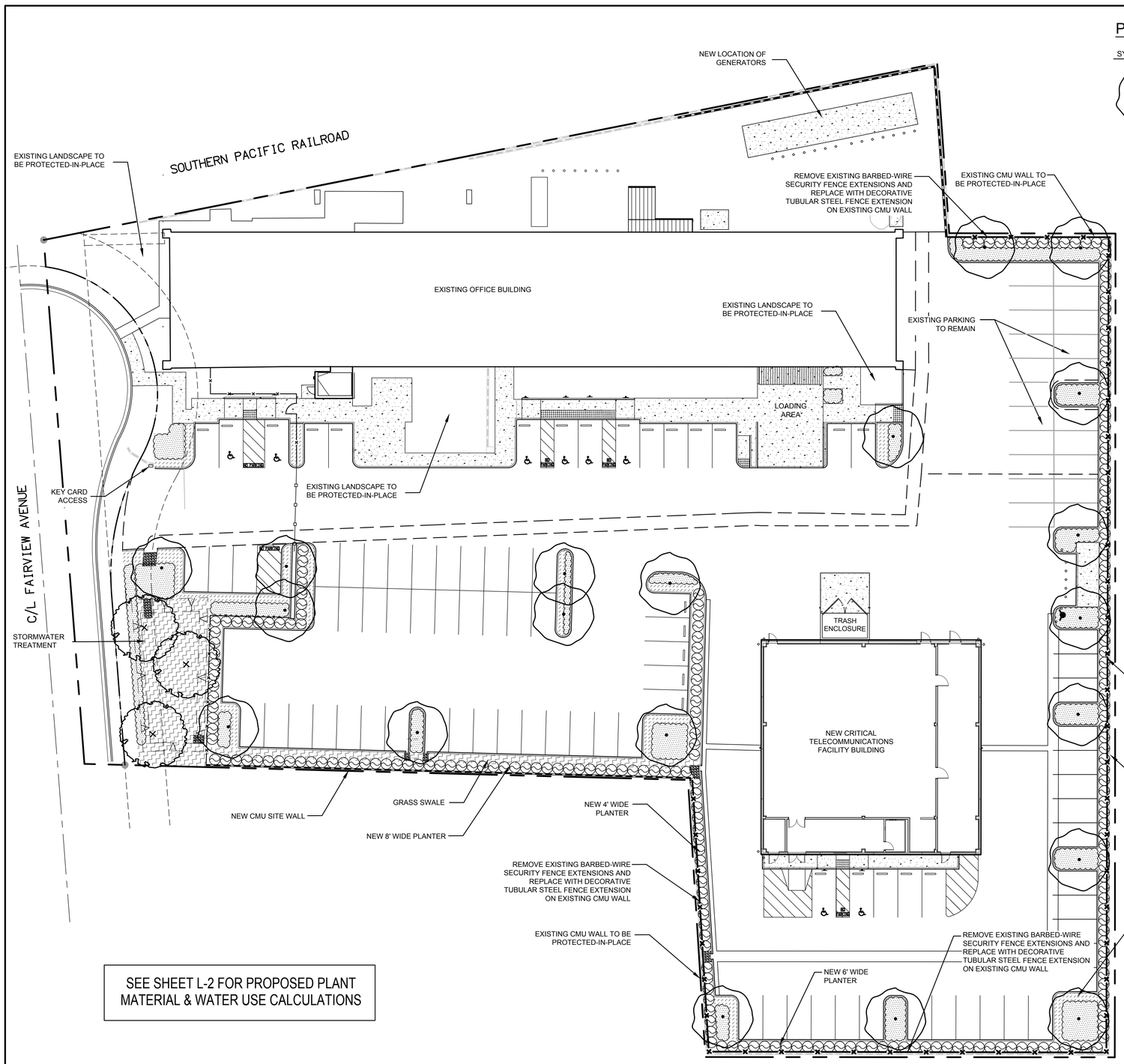
2 
- STEEL, DOORS, FRAMES, METAL CORNICE & METAL PANEL PAINT COLOR

3 
- GROUND FACE MASONRY, DECORATIVE EXPOSED AGGREGATE

4
- FLUSH SEAM METAL PANEL CLADDING - LIGHT BLUE (MATCH EXISTING ADMIN. BUILDING)

5 
- NEW FLUSH SEAM METAL PANEL CLADDING - DARK GREY

6 
- MECHANICAL LOUVER SCREEN - ALUMINUM FINISH



SEE SHEET L-2 FOR PROPOSED PLANT MATERIAL & WATER USE CALCULATIONS

PLANT PALETTE

SYMBOL	BOTANICAL NAME/ COMMON NAME	WATER USE
	CANOPY TREES, SUCH AS (24" BOX SIZE):	
	TIPUANA TIPU/ TIPU TREE	L
	STORM WATER TREATMENT TREES, SUCH AS (24" BOX SIZE):	
	PLATANUS RACEMOSA/ CALIFORNIA SYCAMORE	M
	STORM WATER TREATMENT SHRUBS, SUCH AS (1 GALLON SIZE):	
	CAREX DIVULSA/ EUROPEAN GRAY SEDGE	L
	JUNCUS PATENS/ CALIFORNIA GREY RUSH	L
	MUHLENBERGIA RIGENS/ DEER GRASS	L
	SCREENING SHRUBS, SUCH AS (5 GALLON SIZE):	
	MAHONIA 'GOLDEN ABUNDANCE'/ GOLDEN ABUNDANCE MAHONIA	L
	CISTUS PURPUREUS/ PINK ROCKROSE	L
	LEUCOPHYLLUM SPECIES/ PURPLE SAGE	L
	SHRUBS, SUCH AS (5 GALLON & 1 GALLON SIZE):	
	BACCHARIS 'TWIN PEAKS'/ DWARF COYOTE BRUSH	L
	CALANDRINIA SPECTABILIS/ ROCK PURSLANE	L
	RHAPHIOLEPIS INDICA 'BALLERINA'/ INDIAN HAWTHORNE	L
	GROUNDCOVERS, SUCH AS (FLATS SIZE):	
	SENECIO MANDRALISCAE/ BLUE CHALK STICKS	L
	FENCE EXTENSION ON EXISTING CMU WALL	

NOTE:
1. ALL PLANTINGS MUST BE NO HIGHER THAN 30" ABOVE THE FLOWLINE AND CLEARED UP TO 8' AT THE DRIVEWAY AND INTERIOR PARKING AISLE INTERSECTIONS. TREES ARE REQUIRED TO BE CLEARED UP TO 8'.
2. TOTAL LANDSCAPE AREA IS 9,608 SF.

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1	Revision	10/15/18

PROJECT #161984 DATE: 02/25/2019

PRELIMINARY
LANDSCAPE PLAN

L-1

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PLANT PALETTE

CANOPY TREES,
SUCH AS (24" BOX SIZE):

TIPUANA TIPU / TIPU TREE
LOW WATER USE

STORM WATER TREATMENT
TREE, SUCH AS (24" BOX SIZE):

PLATANUS RACEMOSA / CALIFORNIA SYCAMORE
MEDIUM WATER USE

STORM WATER TREATMENT & GRASS SWALE
SHRUBS, SUCH AS (1 GALLON SIZE):

CAREX DIVULSA / EUROPEAN GRAY SEDGE
LOW WATER USE

JUNCUS PATENS / CALIFORNIA GREY RUSH
LOW WATER USE

MUHLENBERGIA RIGENS / DEER GRASS
LOW WATER USE

SCREENING SHRUBS,
SUCH AS (5 GALLON SIZE):

BERBERIS 'GOLDEN ABUNDANCE' / GOLDEN
ABUNDANCE MAHONIA
LOW WATER USE

CISTUS PURPUREUS / PINK ROCKROSE
LOW WATER USE

LEUCOPHYLLUM SPECIES / PURPLE SAGE
LOW WATER USE

SHRUBS, SUCH AS
(5 GALLON & 1 GALLON SIZE):

BACCHARIS PIL. 'TWIN PEAKS' / DWARF COYOTE BRUSH
LOW WATER USE

CALANDRINIA SPECTABILIS / ROCK PURSLANE
LOW WATER USE

RHAPHIOLEPIS INDICA / INDIAN HAWTHORNE
LOW WATER USE

GROUNDCOVERS, SUCH AS
(FLATS SIZE):

SENECIO MANDRALISCAE / BLUE CHALK STICKS
LOW WATER USE

FENCE EXTENSION ON EXISTING CMU WALL, TYP.:

DECORATIVE TUBULAR STEEL SCREEN FENCE

WATER USE CALCULATIONS

Reference Evapotranspiration (ETo) 48.1

Hydrozone # /Planting Description[a]	Plant Factor (PF)	Irrigation Method[b]	Irrigation Efficiency (IE)[c]	ETAF (PF/IE)	Landscape Area (sq. ft.)	ETAF x Area	Estimated Total Water Use (ETWU)[d]
Regular Landscape Areas							
1: Shrub & GC	0.3	Drip	0.81	0.37	6,860	2,541	75,770
2: Shrub & GC	0.3	Rotary	0.75	0.40	1,460	584	17,416
3: Tree	0.5	Bubbler	0.75	0.67	1,288	859	25,607
				Totals	9,608	3,983	118,793
Special Landscape Areas							
				Totals			
						ETWU Total	118,793
						Maximum Allowed Water Allowance (MAWA)[e]	128,938

[a] Hydrozone #/Planting Description
E.g
1.) front lawn
2.) low water use plantings
3.) medium water use planting

[b] Irrigation Method
overhead spray
or drip

[c] Irrigation Efficiency
0.75 for spray head
0.81 for drip

[d] ETWU (Annual Gallons Required) =
Eto x 0.62 x ETAF x Area
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year.

[e] MAWA (Annual Gallons Allowed) = (Eto) (0.62) [(ETAF x LA) + ((1-ETAF) x SLA)]
where 0.62 is a conversion factor that converts acre-inches per acre per year to gallons per square foot per year, LA is the total landscape area in square feet, SLA is the total special landscape area in square feet, and ETAF is .55 for residential areas and 0.45 for non-residential areas.

Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	3,983
Total Area	9,608
Average ETAF	**0.41**

All Landscape Areas

Total ETAF x Area	3,983
Total Area	9,608
Sitewide ETAF	**0.41**

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1	Revision	10/15/18

PROJECT #161984 DATE: 02/25/2019

PROPOSED
PLANT MATERIAL

L-2

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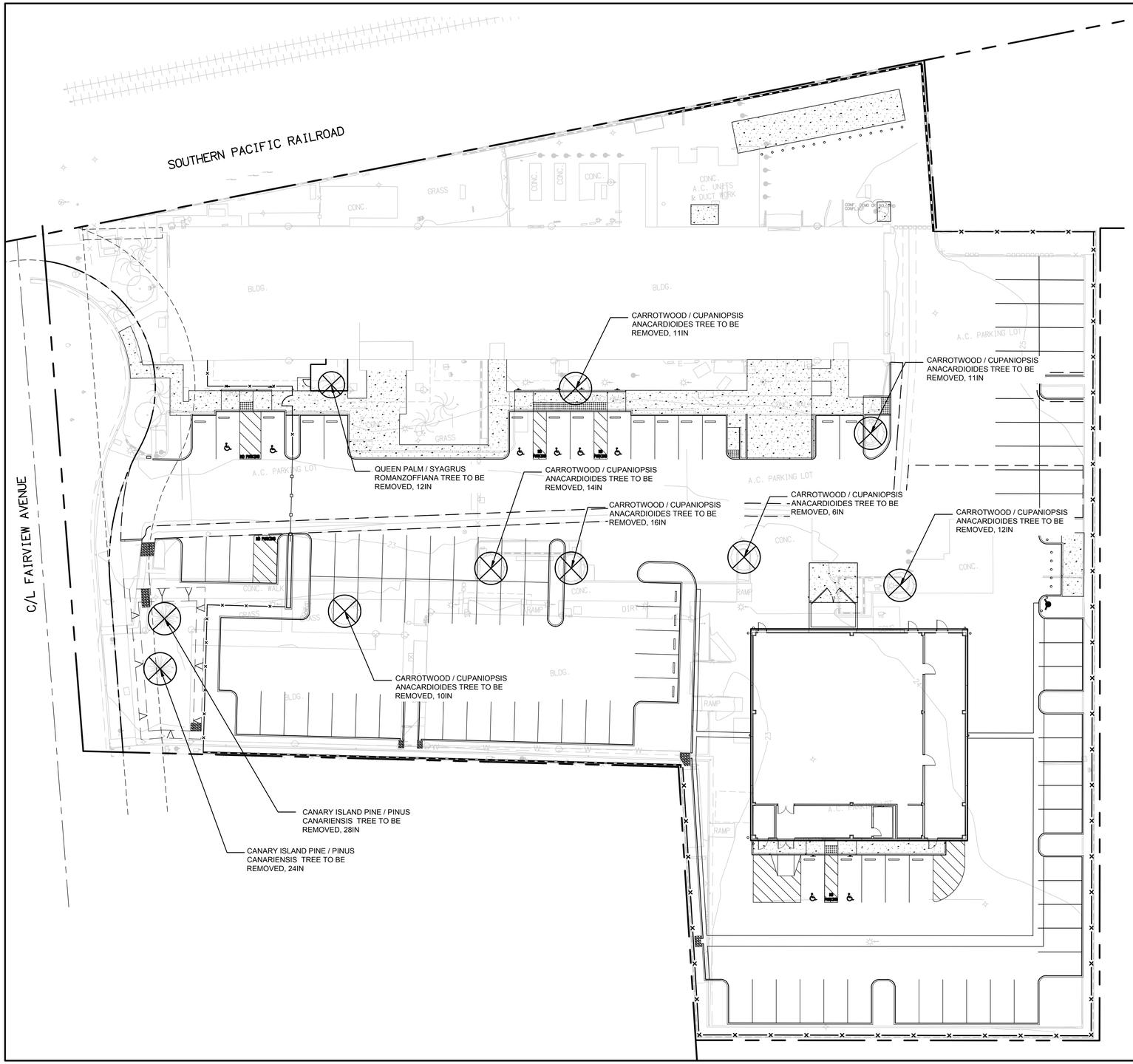

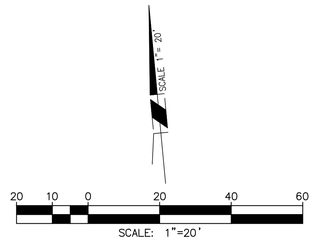

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PROJECT #161984 DATE: 02/25/2019

TREE REMOVAL PLAN

L-3

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May 4, 2019

ATTACHMENT 2

Mitigation Monitoring and Reporting Program

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Attachment 2
Cox Communications Headquarters Upgrade and New Critical Facility Project
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigated Negative Declaration for
Case No. 18-093-DPRV

Environmental Conditions of Approval/Mitigation Measures	Responsible Party Obligation	Time Frame	Monitoring Party
Biological Resources			
Mitigation Measure-BIO-1: Nesting Birds. At the permittee's expense, the permittee must retain a City-approved biologist to conduct a survey to determine if nesting birds exist on the project site. The survey must be conducted prior to commencement of any demolition, grading, and/or construction activities. The survey must establish the breeding and roosting status of any nesting birds found throughout the subject property and adjacent trees and designate a 300-foot buffer from any nest if found. The survey must include recommendations to minimize impacts to nesting birds during construction, including but not limited to, imposing setbacks, installing fence protection, and restricting the construction schedule. The survey must take into account expected increases and decreases in nesting birds over the construction period and must include a map showing known roosting and nesting sites. Construction within the 300-foot buffer must be avoided during the bird nesting season (e.g., February 1st through August 31st). In addition, construction must not occur until the City-approved biologist has notified the City that all young birds have successfully fledged and the nests are no longer active. Plan Requirements and Timing: The 300-foot buffer(s) must be shown on all final grading, drainage, and	City of Goleta	No more than 14 days prior to commencement of any demolition, grading, and/or construction activities.	Planning Director or designee; qualified biologist; USFWS and CDFW, as needed.

Environmental Conditions of Approval/Mitigation Measures	Responsible Party Obligation	Time Frame	Monitoring Party
construction plans where applicable. The survey must be conducted no more than 14 days prior to commencement of any demolition, grading, and/or construction activities. Survey conclusions must be reviewed and approved by the Planning and Environmental Review Director, or designee, prior to the issuance of Grading/Building permits. Monitoring: The Planning and Environmental Review Director, or designee, will review any biological reports in consultation with any resource/trustee agency as needed, as well as conduct periodic site inspections to verify compliance with survey recommendations in the field.			
Cultural Resources and Tribal Cultural Resources			
The following three (3) mitigation measures shall be implemented during construction throughout the entire site to address the unlikely potential for encountering isolated cultural, historical, and human remains during ground disturbance. **Mitigation Measure CUL-1: Construction Monitoring and Construction Monitoring Treatment Plan (CMTP)**. The Applicant/Permittee, at its sole expense, shall retain a City-qualified archaeologist and local Chumash Native American observer to monitor all ground disturbing construction activities occurring on the entire site. An exception for the eastern portion of the project site may be allowed as described below. In any event, monitoring must occur during any ground disturbance occurring in the western portion of site. A Construction Monitoring Treatment Plan (CMTP) shall be developed and implemented to ensure that any new	City of Goleta	Before the City issues any Land Use Permit for grading and/or excavation activities; until monitoring is no longer warranted.	Planning Director or designee; qualified archaeologist; Native American observer

Environmental Conditions of Approval/Mitigation Measures	Responsible Party Obligation	Time Frame	Monitoring Party
discoveries are adequately recorded, evaluated, and, if significant, mitigated to less than significant. The CTMP shall describe the following: a) Specifications that all ground disturbances shall be monitored by a City-qualified archaeologist and a Chumash Native American observer. Field notes generated by the local Chumash Native American observer shall be made available upon request to other Chumash tribal community members if requested; b) Qualifications and organization of monitoring personnel; c) Procedures for notifying the City and other involved or interested parties in case of a new discovery; d) Procedures that would be used to record, evaluate, and mitigate new discoveries with minimum of delay; and e) In the unlikely event that isolated human remains are encountered, consultation with the most likely Native American descendant, pursuant to Public Resources Code Section 5097.97 and 5097.98, would apply. These may include procedures outside of the procedures required by State and City regulations that are requested by the Chumash Most Likely Descendant, such as prayer, ceremony, or blessing. f) The City-qualified archaeologist and Chumash Native American observer shall have the authority to temporarily halt or redirect construction in the vicinity of any potentially significant discovery to allow for adequate Phase 3 data recovery recordation, evaluation, and mitigation. Evaluation and mitigation could require additional archaeological testing and data recovery at the			

Environmental Conditions of Approval/Mitigation Measures	Responsible Party Obligation	Time Frame	Monitoring Party
sole expense of the applicant. Results of the monitoring program shall be documented in a report after completion of all ground disturbing activities. As an alternative to monitoring the entire site, the Permittee may prepare a supplemental Extended Phase 1 archaeological resources investigation, pursuant to City Cultural Resource Guidelines, that addresses all proposed improvement subsurface excavations occurring on the eastern portion of the project site including: • Critical Telecommunications Facility Building; • Emergency Power Generators; • Utility transformers; • Fire Hydrant; • CMU Trash Enclosure; • Subsurface utilities extending from the generators to the Critical Telecommunications Facility Building and transformers; • Drainage Gutters; • Undergrounded utilities (including sewer and water); and • Paving including parking. A proposal for completing this Extended Phase 1 archaeological resources investigation using excavations systematically located throughout these proposed impact areas, including proposed soil excavation and screening methods, shall be prepared by a City-qualified archaeologist retained by the applicant and shall be reviewed and approved by the			

Environmental Conditions of Approval/Mitigation Measures	Responsible Party Obligation	Time Frame	Monitoring Party
City. The resulting archaeological excavations shall be monitored by a local Chumash tribal consultant retained by the applicant pursuant to City Cultural Resources Guidelines. An Extended Phase 1 archaeological resources investigation summary letter report shall be submitted for review and approval by the City within 5 working days of completion of the fieldwork. In the event that no potentially significant prehistoric cultural resources are identified within the proposed improvements within the eastern portion of the project site as defined above, the cultural resource monitoring of these specific ground disturbances by the city-qualified archaeologist and local Chumash tribal observer as defined in CMTP a) will be waived, and monitoring shall only be required for those proposed disturbances in the western portion of the project site (i.e., Demolition of Building A and Building B and associated Loading Area, External improvements to Building C, Construction of a western property perimeter wrought iron fence, emergency vehicular exit gate with Knox box, emergency pedestrian exit gate, and subsurface utilities). If potentially significant resources are identified during the Extended Phase 1 excavation, the provisions of the CMTP c) shall be implemented. The complete Extended Phase 1 archaeological resources investigation report shall be reviewed and approved by the City prior to issuance of grading permits. **Timing:** The contract for a supplemental Extended Phase 1 archaeological resources investigation and/or Construction Monitoring Treatment Plan (CMTP) of the entire site during construction, including identification of			

Environmental Conditions of Approval/Mitigation Measures	Responsible Party Obligation	Time Frame	Monitoring Party
the City-qualified archaeologist and Chumash Native American observer, shall be submitted to the City for review and approval prior to and as a condition precedent to issuance of any Land Use Permit for the project. The optional supplemental Extended Phase 1 archaeological resources investigation and CMTP shall be written in consultation with the tribal leaders/representatives and approved by the City of Goleta. **Monitoring/Reporting Party(ies):** The Planning and Environmental Review Director, or designee, shall verify compliance before issuance of the Land Use Permit and shall periodically perform site inspections to verify compliance with the approved work program. **Mitigation Measure CUL-2: Monitoring.** Before initiating any staging areas, vegetation clearing, or grading activity, the Applicant/Permittee and construction crew must meet on-site with City staff, a City-retained archaeologist, and local Chumash consultant(s) and present the procedures to be followed in the unlikely event that cultural artifacts are discovered during ground disturbances on the project site. A City-approved archaeologist and local Chumash consultant must monitor all ground-disturbing activities on the Project site. The monitor(s) must have the following authority: 1) The archaeological monitor(s) and Chumash consultant(s) must be on-site on a full-time basis during any earthmoving activities, including preparation of the area for capping, grading, trenching, vegetation removal, or other excavation activities, unless modified by the			

Environmental Conditions of Approval/Mitigation Measures	Responsible Party Obligation	Time Frame	Monitoring Party
results of the supplemental Extended Phase 1 archaeological resources investigation as defined in Mitigation Measure CUL-1. Construction Monitoring Treatment Plan (CMTP). The monitors will continue their duties until it is determined through consultation with the Applicant/Permittee, City Planning and Environmental Review Director, or designee, archaeological consultant, and Chumash consultant that monitoring is no longer warranted. 2) The monitor(s) may halt any activities impacting previously unidentified cultural resources and conduct an initial assessment of the resource(s). If cultural resources of potential importance are uncovered during construction, the following must occur per the Goleta General Plan Open Space Policy 8.6. a) The grading or excavation shall cease, and the City shall be notified. b) A qualified archeologist shall prepare a report assessing the significance of the find and provide recommendations regarding appropriate disposition. c) Disposition will be determined by the City in conjunction with the appropriate Chumash consultant. 3) If an artifact is identified as an isolated find, the monitor(s) must recover the artifact(s) with the appropriate locational data and include the item in the overall inventory for the site. 4) If a feature or concentration of artifacts is			

Environmental Conditions of Approval/Mitigation Measures	Responsible Party Obligation	Time Frame	Monitoring Party
identified, the monitor must halt activities in the vicinity of the find, notify the Applicant/Permittee and the Planning and Environmental Review Director, and prepare a proposal for the assessment and treatment of the find(s). This treatment may range from additional study to avoidance, depending on the nature of the find(s). 5) The monitor must prepare a comprehensive archaeological technical report documenting the results of the monitoring program and include an inventory of recovered artifacts, features, etc. 6) The monitor must prepare the artifact assemblage for curation with UCSB and include an inventory with the transfer of the collection. 7) The monitor must file an updated archaeological site survey record with the UCSB Central Coastal Information Center. 8) Applicant/monitor must have a signed agreement with UCSB for curation purposes of any and all cultural items discovered during the duration of the project. **Timing:** This requirement must be printed on all plans submitted for any land use, building, grading, or demolition permits. The Applicant/Permittee must enter into a contract with a City-approved archaeologist and Applicant/Permittee- selected Chumash consultant and must fund the provision of on-site archaeological/cultural resource monitoring during initial grading and excavation activities before issuance of a Land Use Permit. Plan			

Environmental Conditions of Approval/Mitigation Measures	Responsible Party Obligation	Time Frame	Monitoring Party
specifications for the monitoring must be printed on all plans submitted for grading and building permits. The contract should be executed at least two weeks prior to the LUP issuance for grading. **Monitoring/Reporting Party(ies):** The Planning and Environmental Review Director, or designee, must conduct periodic field inspections to verify compliance during ground-disturbing activities. **Mitigation Measure CUL-3: Human Remains.** Before initiating any staging areas, vegetation clearing, or grading activity, the Applicant/Permittee and construction crew must meet on-site with City staff, a City-retained archaeologist, and local Chumash consultant(s) and present the procedures to be followed in the unlikely event that human remains are uncovered. These procedures must include those identified by Public Resources Code § 5097.98. If the remains are determined to be of Chumash descent, the County Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Chumash. The MLD will then in consultation with the City-approved archaeologist and appropriate local Chumash consultant(s) determine what course of action should be taken in dealing with the remains to limit future disturbance. **Timing:** Before the City issues permits for any ground disturbance, the Applicant/Permittee must provide the City Planning and Environmental Review Director the contact information of the Chumash consultant and the agreed upon procedures to be followed. If remains are			

Environmental Conditions of Approval/Mitigation Measures	Responsible Party Obligation	Time Frame	Monitoring Party
found and if the remains are found to be of Chumash origin, the County Coroner will notify the Native American Heritage Commission and the Commission will name the Most Likely Descendant (MLD). The MLD, City- retained archaeologist, Applicant/Permittee, and City Planning and Environmental Review staff will consult as to the disposition of the remains. If the remains are identified as non-Chumash, the County Coroner will take possession of the remains and comply with all state and local requirements in the treatment of the remains. **Monitoring/Reporting Party(ies)**: The Planning and Environmental Review Director, or designee, must confirm that the County Coroner is notified in the event human remains are found, and that the Native American Heritage Commission is contacted if the remains are of Chumash origin.			

Environmental Conditions of Approval/Mitigation Measures	Responsible Party Obligation	Time Frame	Monitoring Party

Environmental Conditions of Approval/Mitigation Measures	Responsible Party Obligation	Time Frame	Monitoring Party
Tribal Cultural Resources			
(Environmental Conditions of Approval/Mitigation Measures regarding Tribal Cultural Resources are listed under Cultural Resources.)			

I have read and agree to the conditions and mitigation measures in this document:

_____ _____

Applicant's Name Signature Date