



Goleta Train Depot

Initial Study

prepared by

City of Goleta

Neighborhood Services and Public Safety Department
130 Cremona Drive, Suite B
Goleta, California 93117
Contact: Jaime A. Valdez, Principal Project Manager

prepared with the assistance of

Rincon Consultants, Inc.

209 East Victoria Street
Santa Barbara, California 93101

May 2020



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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- Appendix D Phase I Environmental Site Assessment

Initial Study

1. Project Title

Goleta Train Depot

2. Lead Agency Name and Address

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Neighborhood Services and Public Safety Department
130 Cremona Drive, Suite B
Goleta, California 93117

3. Contact Person and Phone Number

Jaime A. Valdez, Principal Project Manager
jvaldez@cityofgoleta.org
(805) 961-7568

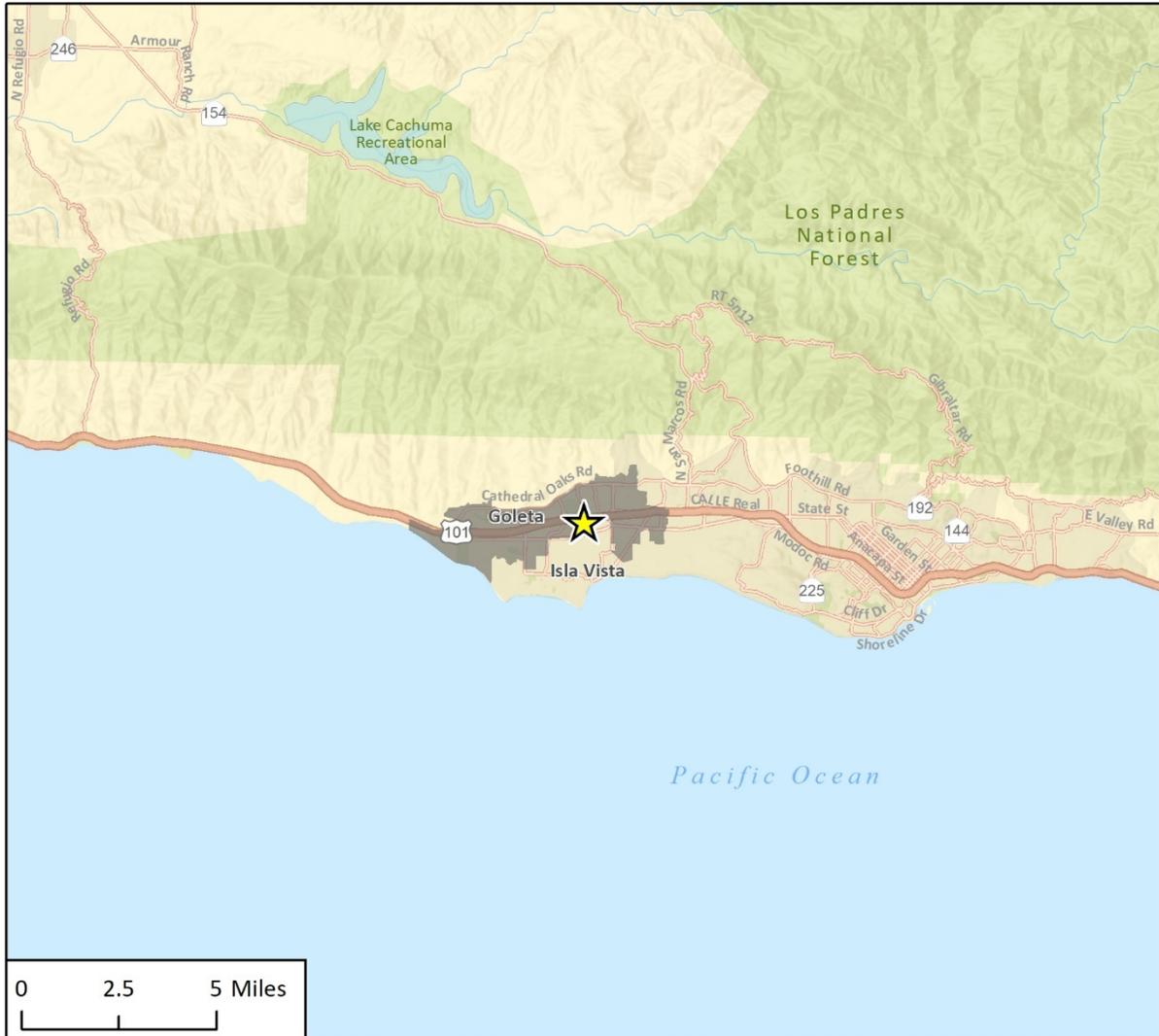
4. Project Location

The proposed project is located in the City of Goleta at 27 S. La Patera Lane at the northern terminus of the cul-de-sac. Figure 1 shows the regional location of the project in Santa Barbara County. The project is located near a number of regionally important areas, land uses, and transportation facilities, which include Old Town Goleta, University of California Santa Barbara (UCSB), the Santa Barbara Airport, US Hwy 101, the Union Pacific Rail Road (UPRR), and the existing Goleta Rail Station, as shown in Figure 2. The project site is approximately 2.5 acres and is currently developed with an industrial warehouse structure, a parking lot, outdoor storage area, and vehicle yard. Figure 3 shows the specific project location and its neighborhood context.

5. General Plan Land Use and Zoning Designation

The project site's land use designation is listed as Business Park (I-BP) according to the City's General Plan/Coastal Land Use Plan (General Plan). The zoning designation of the project site is depicted as an Office District with a Business Park (BP) designation under the City's Title 17 Zoning Ordinance. Uses that are generally permitted in the BP zone include Public/Quasi-Public Uses (e.g., Day Care Facilities, Emergency Shelters, Government Buildings, etc.); Commercial Uses (e.g., Business Services, Information Technology Services, etc.); Industrial Uses (e.g., Limited Industrial, R&D and Technology, etc.); Transportation, Communication, and Utility Uses (e.g., Antennas and Passenger Terminals [with a Major Conditional Use Permit]); and various Accessory Uses that are customarily incidental to the principally permitted use. Lastly, numerous other uses may also be allowable and permitted within BP zones upon request and approval of either a Minor or Major Conditional Use Permit.

Figure 1 Regional Location



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- ★ Project Location
 - City of Goleta Limits
- N

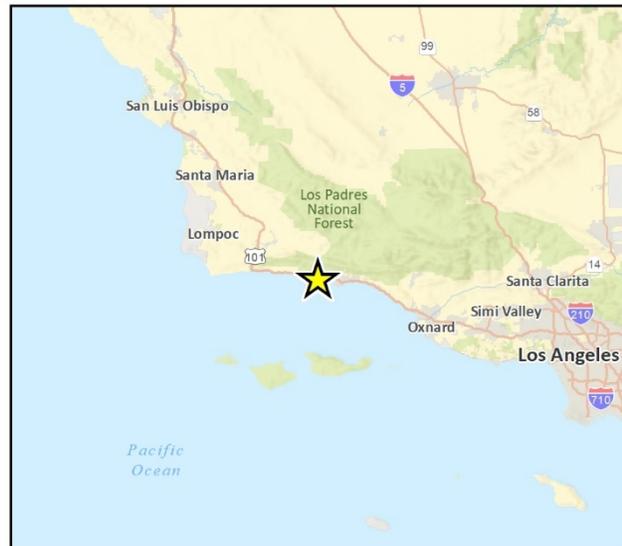
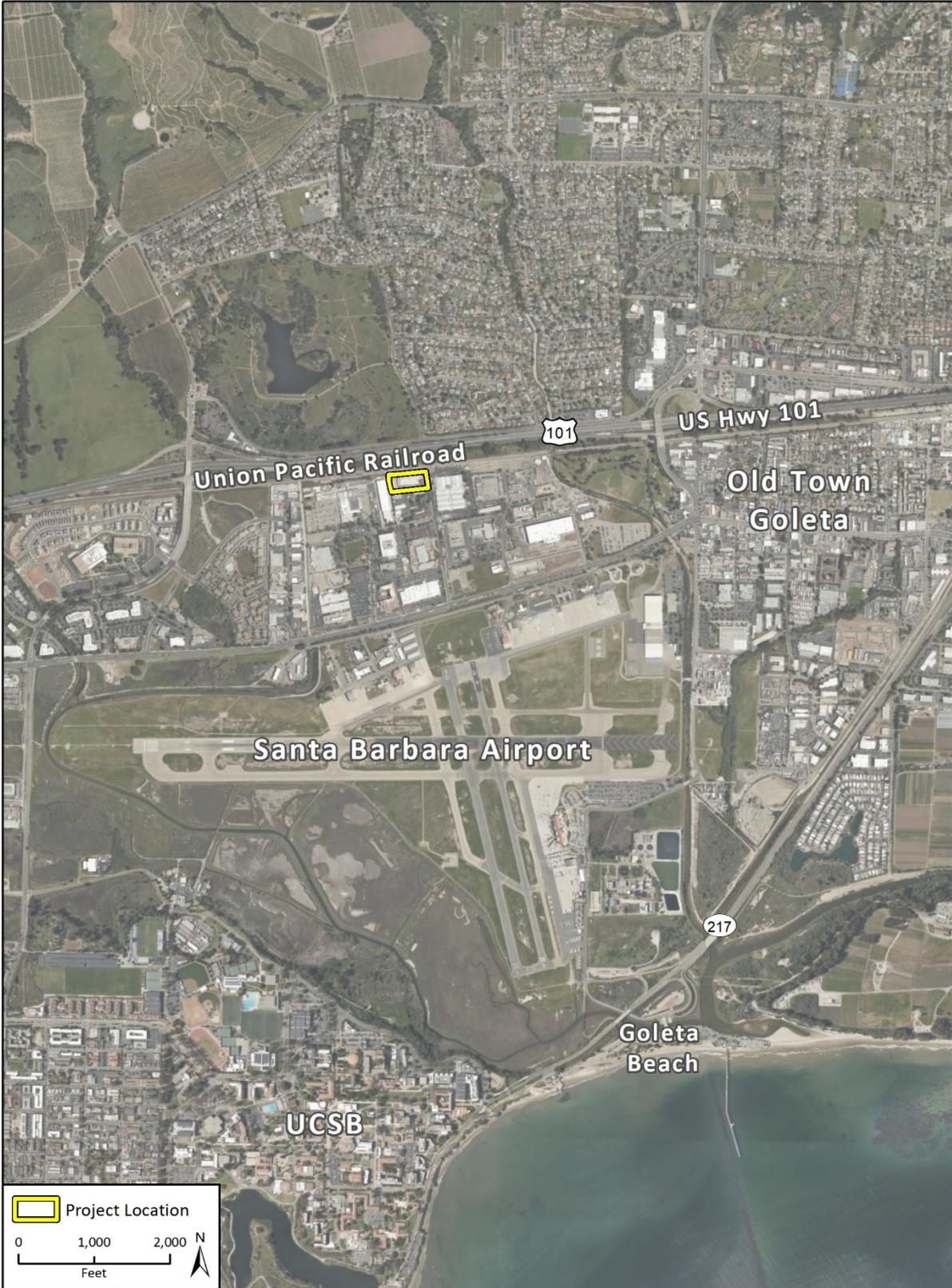


Fig 1 Regional Location

Figure 2 Nearby Uses and Facilities



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Fig. X Project Service Area

Figure 3 Project Location



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Fig. 2 Project Location

6. Project Site Background

As shown in Figure 3, the project site is currently developed with an industrial warehouse structure, outdoor storage, and associated parking and pavement. The existing structure covers approximately 50 percent of the overall site and is located in the northern middle of the project area. The site is situated adjacent to the Goleta Rail Station which was opened in 1998 to serve Amtrak passengers traveling to and from the City of Goleta. The existing Goleta Rail station is served by Amtrak's Pacific Surfliner passenger rail service, which consists of a covered boarding platform with a few basic amenities such as a restroom, outdoor seating, and storage lockers. The existing station lacks adequate parking, sufficient shelters and waiting areas, food or beverage services, transportation connections, and other services to improve ridership and support the growing population and need for rail ridership. For this reason, the City of Goleta purchased the 2.5-acre project site in 2018 with the intent of constructing the Goleta Train Depot and improving train ridership in the City. Figure 4a and Figure 4b includes a series of four images that illustrate the existing conditions of the project site.

7. Description of Project

The proposed project would seek to demolition and remove the existing industrial warehouse structure in order to develop a new train depot on the City-owned property adjacent to the existing Goleta Rail Station. New pedestrian connections would be provided to the existing platform and platform canopy. No improvements to the existing platform or platform canopy are proposed as part of this project as they are both located on UPRR property. Based on Amtrak's ridership projections, the proposed Train Depot would be categorized as a Caretaker Station, which requires a platform, platform canopy, a station building, pick-up/drop-off lanes, adequate signage and lighting, and various other amenities consistent with the *Amtrak Station Program and Planning Guidelines* (Amtrak 2013). Caretaker Stations are not staffed by Amtrak agents, but the facility would be maintained and up kept either by an Amtrak caretaker or City staff. As a platform and platform canopy already exist, the proposed project would construct a new Train Depot building and any required associated amenities with the subject site or the City-owned right-of-way adjacent to and leading to the site. The proposed Train Depot would be located in the northern portion of the project site, adjacent to the railroad right-of-way, as shown on the site plan in Figure 5. The proposed new structure would be approximately 9,000 square feet and would provide a permanent, enclosed, and safe structure for Amtrak passengers to use as they wait to board or after they disembark from trains. Consistent with the City's adopted Green Building Policy, the building would be designed and constructed to meet Leadership in Energy and Environmental Design (LEED) Silver standards, although such LEED Silver certification is not a requirement.

On-Site Amenities

The proposed project would include a number of on-site amenities that are intended to increase train ridership and improve upon the overall enjoyment and convenience of rail travel. The proposed new Train Depot would also include a lobby, vending machines, a café and kitchen area for riders to purchase beverages and food, restroom facilities, multiple indoor waiting areas, a meeting room, an on-site ticketing area, as well as adequate luggage and storage space for the public to use, which would be located adjacent to the Amtrak platform. The project will also accommodate bicycle access and provide onsite bicycle storage options.

Figure 4a Existing Site Conditions



View of the east side of the existing building looking northwest



View of the south side of the existing building looking east towards S. Patera Lane

Figure 4b Existing Site Conditions



View of the west side of the existing building looking north



View of the north side of the existing building looking east along the railroad right-of-way

Figure 5 Proposed Development Site Plan



Goleta Depot - Overall Site Plan

In addition to amenities located inside the proposed new Depot building, the project would also provide ample vehicle parking on an adjacent surface parking lot. Outdoor seating and a play area for children may also be provided adjacent to the proposed building. A proposed “Kiss N’ Ride” space in front of the building would allow for designated pick-up and drop-off locations for passengers, including a separate space to accommodate Transportation Network Companies (TNCs) such as Uber and Lyft. Finally, historical displays both inside and outside of the proposed Depot building would provide riders and visitors with a chance to learn more about the railroad history of Goleta and the South Coast area.

Signage

Signage at the proposed new Train Depot would be provided for convenient and effective wayfinding throughout the site for train users. The signs would be designed in compliance with *Amtrak Graphic Signage Standards Manual* and would be consistent in general appearance with other Amtrak stations up and down the coast. Proposed signage to be included in the Goleta Train Depot would include:

- **Service Identification Signs.** Identifying service and amenities at the Train Depot.
- **Curb Identifier Signs.** Identifying designated areas for passenger pick-up or drop-off, as well as designating areas for TNC services.
- **Freestanding Displays.** To provide information on shuttle and bus services as well as other historical information.
- **Monument Signs.** In addition to traditional wayfinding signage, a limited number of project monument signage with project identification would also be installed throughout the site.
- **Electronic Changeable Copy.** To provide updated information on train timing and information for passengers.

Lighting and Safety Features

On-site, low-intensity lighting would be proposed to be installed throughout the project site within the parking lot, along pedestrian walkways, and outside the Train Depot building to improve on-site wayfinding and safety. Lighting would be designed in compliance with the City’s General Plan policies and development standards within Title 17, Zoning Ordinance relating to outdoor lighting. In addition to on-site lighting, the project would also provide designated crosswalk areas between the Depot’s parking lot and the proposed Train Depot building, as shown in Figure 5.

Landscaping

The proposed project would also include adequate landscaping throughout the site, both within parking lot planters, within the Goleta Train Depot entrance median, and to the east and west of the proposed Depot building itself. Newly planted native trees would be located adjacent to the proposed Depot building and would provide shade for waiting passengers. All plants and landscaping would use drought-tolerant, low-water usage plant varieties. Lastly, a large percentage of the site landscape areas would be designed to accommodate low impact design (LID) measures for storm water management using flow-through rain gardens, optional filter boxes, permeable pavers, and/or other forms of porous pavement.

Parking and Site Access

Access to the site would be reconfigured from its existing ingress/egress pattern and is proposed to be taken from two one-way entrance and exit driveways located off S. La Patera Lane at the northeastern and southeastern corners of the site. The driveways would also be connected by an internal, U-shaped accessway, which would be located to the south of the proposed Depot building. An additional turnaround would be located at the entry of the site and would be designed to allow buses and shuttles to provide easy drop-off and pick-up passengers. Approximately 126 parking spaces would be provided for passengers to leave their vehicles for various lengths of time. Electric vehicle charging stations would be provided on site pursuant to Chapter 17.38 of the Goleta Zoning Ordinance.

Off-Site Improvements

Project implementation proposes to include incorporating several existing off-site activities and improvements. These include use of an existing turnaround located at the northern terminus of S. La Patera Lane, which serves as the stopping point and turnaround for Santa Barbara Metropolitan Transit District (MTD) and Amtrak buses accessing the existing Goleta Rail Station. This area also provides access to the Rail Station, areas for designated passenger pick-up and drop-off, and space for large vehicles and buses using S. La Patera Lane to turn around.

The proposed project would also relocate the existing turnaround southward, as it is currently partially located within UPRR right-of-way. The relocation of the turnaround would allow space for new amenities and services for passengers on the east side of the Train Depot. The relocated turnaround would continue to provide an adequate area for arriving emergency vehicles, buses, and large trucks. The project would provide an additionally scheduled stop for Santa Barbara Metropolitan Transit District (MTD) peak hour and bus services and future expanded shuttle services. Each of these proposed improvements would occur within City's right-of-way and would involve various roadway and sidewalk improvements.

Utilities

Electricity to the project site would continue to be provided by Southern California Edison (SCE) and natural gas would continue to be provided by the Southern California Gas Company (SoCalGas). Potable water would be supplied by the Goleta Water District (GWD) and sanitary sewer services would be provided by the Goleta Sanitary District (GSD). Law enforcement would be provided by the Santa Barbara County Sheriff's Department, which is contracted by the City to provide police services. In general, the project would connect to and use all of the different existing utilities, infrastructure, and other facilities that currently provide service the project site and other surrounding development.

The project site and surrounding area is served by existing internet, telephone, and television providers operating in the City. Due to the nature of the proposed project, internet services would be the main need for the project. There are a number of internet providers that can serve the project site, including but not limited to Frontier, Spectrum, Cox Communications, and Viasat.

Phased Development

Development of the proposed project is expected to take approximately 24 months and would occur in five phases, as follows:

- The first phase of construction would involve demolition and removal of all debris and waste materials associated with the existing 39,800 square foot warehouse structure;
- The second phase would include initial site preparation to remove any remnant concrete foundations and any remaining miscellaneous debris and vegetation within the development area to prepare it for rough grading;
- The third phase would include rough grading of the site to prepare it for construction activities;
- The fourth phase would involve construction and painting of the new Depot as well as any associated finish grading around the site;
- The fifth phase would involve paving and striping of the parking lot and ingress/egress areas, as well as the installation of site landscaping, lighting, and signage.

As the project site is currently developed within an industrial warehouse facility, the topography of the site is relatively flat. Therefore, the project would require minimal overall site grading to accommodate the proposed development. The Noise Element of the City of Goleta’s General Plan limits noise-generating construction activities adjacent to or near nonresidential buildings to the hours of 7:00 a.m. to 4:00 p.m., Monday through Friday. All construction activities being proposed would also comply with the Goleta Municipal Code (GMC) Chapter 9.09, which regulates excessive and unreasonable noise within the City. Lastly, the existing platform and platform canopy at the Depot would continue to operate throughout all phases of the City’s construction activities.

8. Surrounding Land Uses and Setting

The project site is located on a site that is currently zoned for light industrial and business park uses within the City. The existing setting and surrounding land uses include the Goleta Rail Station, as well as the UPRR and US 101, which are both located to the north of the project site. To the east and west of the project site are a number of existing light industrial and warehouse facilities. Office and business park uses are also located to the south of the project site along Hollister Avenue. Also located near the southern property line of the project site is the historic Daniel Hill Adobe, which is a County of Santa Barbara Place of Historic Merit and is also recognized in the City’s General Plan as a locally significant historic resource. Table 1 below provides additional details relating to existing, surrounding land uses and associated Zoning District designations.

Table 1 Surrounding Land Use Designation

	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Industrial Facility	I-BP - Business Park	BP - Business Park
North	Goleta Train Depot, UPRR, and US 101	P-S – Public and Quasi-public	Public/Quasi Public
West	Light Industrial businesses and warehouse	I-BP – Business Park	–BP – Business Park
South	Office Park, Daniel Hill Adobe	I-BP – Business Park	BP – Business– Park
East	Manufacturing and warehouse	I-BP – Business Park	BP – Business– Park

9. Other Public Agencies Whose Approval is Required

- **Union Pacific.** Work and improvements within Union Pacific right-of-way would require consultation and approval.
- **Amtrak.** On-site amenities would have to be consistent with *Amtrak Station Program and Planning Guidelines*.
- **Goleta Water District.** A can-and-will serve letter would be required prior to approval of the project.
- **Goleta Sanitary District.** A can-and-will serve letter would be required prior to approval of the project.
- **Santa Barbara County Association of Government (SBCAG).** SBCAG is the Regional Transportation Planning Agency and the recipient of the TIRCIP grant funding for the project.

10. California Native American Tribe(s) Traditionally and Culturally Affiliated with the Project Area To Receive Consultation Pursuant to Public Resources Code Section 21080.3.1

Santa Ynez Band of Chumash Indians
Mailing Address: Tribal Hall, P.O. Box 517, Santa Ynez, CA 93460
Phone No.: (805) 688-7997

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

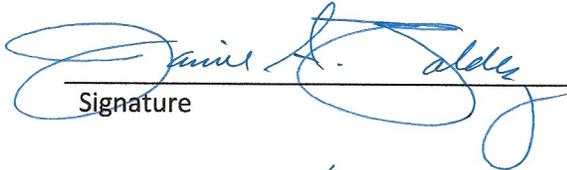
- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Determination

Based on this initial evaluation:

- 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 to the project have been made by or agreed to by the project proponent. 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 “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) 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 potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

JAIME A. VALDEZ

Printed Name

May 11, 2020

Date

PRINCIPAL PROJECT MANAGER

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Except as provided in Public Resources Code Section 21099, would the project:

a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis

a. *Would the project have a substantial adverse effect on a scenic vista?*

LESS THAN SIGNIFICANT IMPACT

The Visual and Historic Resources Element in the City's General Plan identifies views of scenic resources that are to be protected, which include:

- Pacific Ocean/Santa Barbara Channel
- Views of the Channel Islands
- Pacific shoreline, including beaches, dunes, lagoons, coastal bluffs, and open coastal mesas
- Goleta and Devereux Sloughs
- Creeks and vegetation associated with riparian corridors

- Agricultural areas, including those under production as well as fallow agricultural lands
- Lake Los Carneros and the surrounding woodlands
- Prominent natural landforms, such as the Santa Ynez Mountains and foothills (Goleta 2006a)

Figure 6-1, *Scenic and Visual Resources*, in the General Plan identifies important views of these resources throughout the City. Views of the Pacific Ocean and other scenic resources along the shoreline are not visible from the project site. In addition, agricultural resources or riparian corridors are not visible from the project site or surrounding area. The Santa Ynez foothills can be seen to the north from project site. The proposed train depot structure would be in the same developed footprint area as the existing warehouse but would be 30,000 square feet smaller. The project site is also located in a developed, light-industrial and office area of the City, and expansive views of the City are limited and blocked by existing buildings surrounding the project site, which range from one to three stories. Therefore, views of these foothills to the north would not be impacted by a new train depot structure. The replacement of an existing warehouse with a train depot structure with a reduced footprint would not impact views in the City. Impacts would be less than significant and further analysis is not warranted.

- b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

NO IMPACT

U.S. 101 through the City is a designated state scenic highway. In addition, as shown in Figure 6-1 in the City's General Plan/Coastal Land Use Plan, U.S. 101 and Hollister Avenue are both designated scenic corridors in the City (Goleta 2006a). The project site is intermittently visible from U.S 101 but is partially blocked from existing vegetation and topography. There are no on-site trees or rock outcroppings whose views would be impacted by the project. The Daniel Hill Adobe is a locally significant historic resource located on the adjacent property to the south. However, the Adobe is not visible from U.S. 101 due to the existing warehouse and surrounding development. The proposed project would replace the warehouse building with a structure with a smaller footprint, as discussed above under Impact a, which would improve views of the Adobe from U.S. 101. Also, the project site is not visible from Hollister Avenue. Therefore, the project would not impact scenic resources from scenic highways and further analysis is not warranted.

- c. *Would the project, 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 a 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?*

NO IMPACT

The project site is located in an urbanized, light industrial/commercial area of the City and is zoned Business Park (I-BP). As discussed within this CEQA document (Section 11 *Land Use and Planning*), the proposed new train depot would not conflict with the designated land use and zoning of the site. The project would demolish an existing 39,000 square-foot warehouse structure and replace it with a new 9,000 square-foot train depot structure, resulting in a structure that is approximately 30,000 square feet smaller than the existing on-site structure. The proposed structure would comply with applicable development regulations in Table 17.09.030 of the Zoning Ordinance, including height, setbacks, and lot coverage, and the design of the structure would undergo advisory review

by the Design Review Board (DRB) and would be approved by the City Council. Overall, the proposed project would improve the existing visual character of the site by developing a new, modern depot structure that meets the city's architectural and site planning standards, and is further enhanced with landscaping and improved amenities. The new structure would replace an existing utilitarian and ubiquitous steel-framed warehouse structure constructed in 1967, with a flat metal roof and limited façade articulations and landscaping. Therefore, there would be no impacts to the visual character of the site and surrounding area and conflicts with scenic regulations and further analysis is not warranted.

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

LESS THAN SIGNIFICANT IMPACT

The new Goleta Train Depot would require on-site safety lighting in the parking lot and around the depot structure for Pacific Surfliner passengers and their vehicles, which may increase the amount of on-site lighting over existing conditions. As discussed in Section 2, *Project Description*, and shown in Table 1, there are no adjacent residential or sensitive land uses which would be impacted by lighting on the project site during nighttime hours. In addition, all proposed on-site lighting would comply with Chapter 17.35, *Lighting*, of the Goleta Zoning Ordinance, which prohibits all exterior lighting from being directed upwards and requires light to be fully shielded and full cutoff to prevent light from trespassing onto adjacent properties. Chapter 17.35 also required the preparation of outdoor lighting plan for review by the City and decision makers to compliance with lighting standards.

The proposed structure would not be constructed with non-reflective material such as stucco, wood, and white-painted metal, which would not create substantial amounts of glare and impact daytime views, consistent with the Airport Land Use Plan (ALUP) of the nearby Santa Barbara Municipal Airport and discussed in Section 9, *Hazards and Hazardous Materials*. Window facades on the proposed depot would be located on the northern and southern building elevations. Since the project is located in the northern hemisphere, the northern elevation would be in the shadow-cast area and the windows would not create sources of glare. Windows on the southern elevation could create glare from the reflecting sun. However, windows would be oriented vertically which can only cause wide-range reflections during sunrise or sunset. Reflecting sun during sunrise and sunset would be obstructed by surrounding development to the west and to the south of the project site. In addition, the proposed structure would be typical if surrounding business park development. Therefore, the proposed project would not impact views in the area from new sources of light or glare and further analysis is not warranted.

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- c. *Would the project 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))?*

- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e. *Would the project 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?*

NO IMPACT

The proposed project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the California Department of Conservation (California Department of Conservation 2016). According to the California Department of Conservation, the site is designated as "Urban Built Up land." In addition, there are no agriculturally zoned properties or properties under a Williamson Act contract in the vicinity of the project site. Therefore, the proposed project would not result in any environmental changes that would lead to the conversion of any farmland to non-agricultural uses. Also, there are no lands that contain or are zoned as forest lands or timberlands in the City of Goleta. Therefore, the proposed project would not result in environmental changes that would involve the conversion of forest lands to non-forest uses. The proposed project would have no impact on agricultural or forest resources in the area and further analysis is not warranted.

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a 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?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Analysis

- a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*
- b. *Would the project result in a 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?*
- c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*
- d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

POTENTIALLY SIGNIFICANT IMPACT

Construction and operation of the project would result in emissions of criteria pollutants. Therefore, the project could have potential impacts on air quality in the region and surrounding land uses and impacts will be further discussed in an EIR.

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The information in this section is based primarily on a Biological Resources Assessment (BRA) conducted by Rincon Consultants in January 2020. This report is included as Appendix A.

Existing Conditions

According to the BRA, there are two types of vegetation communities that occur on the project site and study area, which includes the project site and a 100-foot survey buffer: Developed Lands and Disturbed Habitats. The study area provides little habitat for wildlife species due to its developed nature and the lack of native vegetation.

Developed Lands

Developed lands includes areas that have been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported. It is characterized by permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation.

Approximately one acre of the 2.5-acre project site is occupied by an existing warehouse building. The remainder is paved with asphalt or concrete, with the exception of two small areas of ornamental vegetation at the southeast corner of the project site. The study area surrounding the project site is also predominantly developed, consisting of commercial and industrial buildings, paved roads and parking areas, the railroad, and ornamental vegetation. Some native plants have colonized small, unpaved areas. Three native coast live oaks (*Quercus agrifolia*) and one native California black walnut (*Juglans californica*) were observed within the study area. These trees are isolated from each other, and may either predate development of the area, were planted as part of site landscaping, or have established themselves naturally after development in the area occurred.

Disturbed Habitats

Disturbed habitats have been physically disturbed by previous legal human activity. They are no longer recognizable as a native or naturalized vegetation association but continue to retain a soil substrate. Vegetation of disturbed areas, if present, is typically composed of non-native plant species such as ornamental landscaping or ruderal exotics that take advantage of site disturbance and inhibit the growth of native plants.

No disturbed vegetation is present at the proposed project site itself. However, a narrow strip of this vegetation type is present at the northern margin of the study buffer area on the opposite side of the railroad. A review of aerial imagery indicates that this area is regularly mowed or disked. The vegetation observed during the survey was ruderal and comprised primarily of non-native grasses and weeds.

Analysis

- a. *Would the project 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?*

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as endangered and threatened by the United States Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act; those considered Species of Special Concern (SSC) by the

USFWS; those listed or proposed for listing as rare, threatened, or endangered by California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act; animals designated as SSC by the CDFW; and CDFW special plants, specifically those occurring on lists 1B and 2 of the California Native Plant Society Inventory of Rare and Endangered Vascular Plants of California, Sixth Edition.

The California Natural Diversity Database (CNDDDB) and California Native Plant Society (CNPS) query results identified 17 special-status plant species within five miles of the study area. Special-status plant species typically have specialized habitat requirements, including plant community types, soils, elevational ranges. The BRA determined that no habitat for any of these plant species exists at the project site, and none have any potential to occur there (Appendix A).

The CNDDDB query results identified 25 special-status wildlife species within five miles of the study area. The potential for special-status wildlife species to occur at the site was assessed based on their known distribution and habitat requirements and the existing conditions of the site. No special-status wildlife species were detected during the survey, and most were determined to have no potential to occur due to the developed and disturbed condition of the study area, high levels of human disturbance, absence of native vegetation or aquatic habitat, and isolation from suitable habitat in the surrounding landscape.

The only special-status wildlife species found to have potential to occur in the study area are three species of bats, all CDFW Species of Special Concern: Townsend's big-eared bat (*Corynorhinus townsendii*), western mastiff bat (*Eumops perotis californicus*), and Yuma myotis (*Myotis yumanensis*). The BRA determined that the existing warehouse building on the project site may provide suitable roosting locations for these species, given the presence of potential foraging habitat in nearby Lake Los Carneros Park. If maternal roosts of special-status bats are present in the existing warehouse when demolition occurs, it may represent a significant impact and mitigation measures would be required to reduce potential impacts to sensitive bat species during construction.

In addition, migratory or other common nesting birds, while not designated as special-status species, are protected by the California Fish and Game Code (CFGC) and The Migratory Bird Treaty Act (MBTA). According to the BRA, ornamental trees and shrubs and man-made structures in the project area could provide habitat for nesting birds. If project activities occur during the nesting season, nesting birds may be impacted and mitigation measures would be required to reduce potential impacts to nesting birds during construction.

Mitigation Measures

BIO-1a Special-status Bat Species Avoidance and Minimization

- To avoid disturbance of maternal bat roosts, demolition of the warehouse building and any other structures that may support roosting bats shall be conducted outside of the bat breeding season (typically April 1 through August 31), if feasible.
- If work must begin during the bat breeding season, a qualified biologist shall conduct presence/absence surveys for bats where suitable roosting habitat is present no more than 30 days prior to initiation of project activities. Surveys shall be conducted using acoustic detectors and by visually searching ledges, crevices, and overhangs in the warehouse and any other locations in the study area where bats may roost.

- If a maternal roost is detected, project activity shall cease. CDFW shall be consulted to determine if protective buffers may be established surrounding the roost, allowing project activities to resume in other parts of the project site. Demolition of a structure supporting a maternal roost shall not occur until the young have left the site. If a non-breeding roost is detected, CDFW shall be consulted to determine if the bats can be safely evicted.
- If no roosting bats are observed during pre-construction surveys, no further actions would be necessary.

BIO-1b Pre-construction Nesting Bird Surveys

- To avoid disturbance of nesting and special-status birds, including raptor species protected by the MBTA and CFGC, project activities including vegetation removal, ground disturbance, construction, and demolition shall occur outside of the bird breeding season (February 1 through August 31), if feasible.
- If work must begin during the breeding season, a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of project activities. The nesting bird survey shall be conducted inside the project footprint plus a 500-foot for raptors and special-status species and a 300-foot buffer for all other birds. Inaccessible parts of the survey area shall be scanned using binoculars to ensure 100 percent visual coverage. The survey shall be conducted by a biologist familiar with the identification of bird species known to occur in southern California communities.
- If active nests (those containing eggs, nestlings, or associated with dependent fledglings) are found on-site, an avoidance buffer shall be implemented around each nest and demarcated with fencing or flagging. The size of the buffers shall be determined by the biologist based upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site. No project activity shall occur inside a nest buffer until the biologist determines that the nest is no longer active.
- If no nesting birds are observed during pre-construction surveys, no further actions would be necessary.

Residual Impacts After Mitigation

Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to sensitive bat species and nesting birds to less than significant. The mitigation measures will be included in the executive summary of the final environmental document, as well as in the project's mitigation monitoring and reporting program.

- b. Would the project 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?*
- c. Would the project 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?*

NO IMPACT

No riparian or other sensitive vegetation communities are present in the study area, and the project would have no effect on these resources. No potentially jurisdictional wetlands or waterways were observed in the study area. The nearest wetland habitat identified by National Wetland Inventory

(NWI) is located approximately 400 feet north of the study area on the opposite side of the railroad and U.S. 101 (Appendix A). No further analysis is warranted.

- d. *Would the project 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?*

NO IMPACT

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. The study area is not in an area identified as a wildlife corridor. The potential movement of wildlife through the study area is minimal given the densely developed nature of the site and adjacent properties to the south, east, and west. Although open space is present north of the study area, the intervening railroad and U.S. 101 represent substantial barriers to wildlife movement. The proposed project would not impede wildlife movement beyond the existing conditions. Therefore, there would be no impact and further analysis is not warranted.

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

NO IMPACT

Under Policy CE 1 of the City of Goleta General Plan/Coastal Land Use Plan, all Environmentally Sensitive Habitat Areas (ESHA) identified in Figure 4-1 of the GP/CLUP shall be protected against significant degradation of habitat value (Goleta 2006a). No ESHA identified in Figure 4-1 of the Goleta GP/CLUP are present in the project area.

There is currently no Tree Protection Ordinance in place in the City of Goleta. Protection of trees in the City is regulated by the Conservation Element 9 (CE 9) of the Goleta General Plan/Coastal Land Use Plan, which states that all native tree species are protected. However, the Grading Ordinance Guidelines for Native Oak Tree Removal in the Goleta Municipal Code clarifies that coast live oak trees are protected only when they have a diameter at breast height (DBH) of eight inches or greater, and that no trees voluntarily planted (e.g., during landscaping) are protected. Several native coast live oak and California black walnut trees were observed in the study area buffer. Only one, a coast live oak, is present in the project site where it might be removed or otherwise impacted by project activities. This tree has a DBH of approximately two inches and was planted during landscaping. Per the Goleta Municipal Code, no protected trees are present within the proposed project site. Therefore, the project would not conflict with any local policies or ordinances and further analysis is not warranted.

- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

NO IMPACT

The study area is not subject to any Habitat Conservation Plan, Natural Conservation Community Plan, or other local, regional, or state habitat conservation plan. Therefore, no impact would occur and further analysis is not warranted.

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The information in this section is based primarily on a Cultural Resources Assessment conducted by Rincon Consultants in January 2020. This report is included as Appendix B. The Assessment completed a California Historical Resources Information System records search on December 12, 2019 at the Central Coast Information Center (CCIC) at the University of California, Santa Barbara. The records search also included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historical Landmarks list, the Archaeological Determination of Eligibility (ADOE) list, and the California State Historic Resources Inventory (HRI) list. The Cultural Resources Assessment also included a review of historical topographic maps and aerial imagery of the project site to determine past land use and a pedestrian survey of the project site on December 11, 2019.

The CCIC records search identified 124 previously conducted cultural resource studies within a 0.5-mile radius of the project site. Of these, ten studies include portions the project site, which are summarized in the Cultural Resource Assessment in Appendix B.

Analysis

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

LESS THAN SIGNIFICANT IMPACT

The project site currently has a 39,000 square-foot warehouse structure that was constructed in 1967. According to the Cultural Resources Assessment, the property is ineligible for listing in the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR) under all criteria (Appendix B). In addition, the property does not meet any of the eligibility criteria for designation as a City of Goleta locally significant historic resource. The project site is located adjacent to the Daniel Hill Adobe property, which is designated a City of Goleta locally significant historic resource and a Santa Barbara County Place of Historic Merit. However, the project would

not cause direct or indirect impacts to the locally designated Daniel Hill Adobe. No physical changes or alterations are proposed to the Hill Adobe as a part of the proposed project. The proposed train depot would be constructed over 250 feet away from the adobe and would be largely out of view due to modern features including an existing fence and three-story building, which visually and physically separate the Adobe from the proposed new construction. Based on the above considerations, there would be a less than significant impact to historical resources and further analysis is not warranted.

- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

The Cultural Resources Assessment conducted a search of the Sacred Lands File (SLF) and sent letters to the ten Native American contacts identified by the Native American Heritage Commission (NAHC) to request information on potential cultural resources in the project vicinity that may be impacted by project development. The SLF search yielded positive results of archaeological resources that have been recorded in the area. Based on positive results of the SLF search, the ethnographic settlement patterns of the Chumash, and contact from the Santa Ynez Band of Chumash Indians, the Cultural Resources Assessment determined the area is considered sensitive for archaeological resources (Appendix B). However, the Assessment concluded it is unlikely that archaeological resources exist within the project site itself due to the existing level of ground disturbance, results of the record search, the pedestrian field survey which indicated a lack of archaeological resources on the project site and a low potential for encountering subsurface archaeological deposits. Unanticipated discoveries during project ground disturbance remain a possibility and impacts would be potentially significant. Mitigation measures would be required to reduce potential impacts to archaeological resources during construction.

Mitigation Measures

CR-1 Unanticipated Discovery of Cultural Resources

If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) should be contacted immediately to evaluate the find. If the discovery proves to be eligible for listing on the California Register of Historical Resources, additional work may be warranted, such as data recovery excavation, Native American consultation, and archaeological monitoring to treat the find.

Residual Impact After Mitigation

Implementation of Mitigation Measure CR-1 would reduce potential impacts to unanticipated discoveries during ground-disturbing activities to less than significant. The mitigation measure will be included in the executive summary of the final environmental document and in the project's mitigation monitoring and reporting program.

- d. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

LESS THAN SIGNIFICANT IMPACT

The discovery of human remains could occur during ground disturbing activities. However, if human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the land owner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to required regulations, the project would have a less than significant impact on disturbing human remains, and no further analysis is warranted.

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Electricity

Southern California Edison (SCE) provides electric utilities for the City of Goleta and the project site. SCE's 2018 power content label and energy sources were from the following: 36 percent renewable resources, 6 percent nuclear energy, 4 percent hydroelectric, 17 percent natural gas, and 37 percent unspecified (SCE 2019). According to the California Energy Commission (CEC), Santa Barbara County consumed approximately 2,832 giga-watt hours (GWh) of electricity in 2018 (CEC 2019a). Table 2 illustrates the County's 2018 electricity consumption in comparison to statewide consumption and displays the County's equivalent per capita energy consumption from its electricity demand. With a current population of 446,527, Santa Barbara County's 2018 annual per capita electricity consumption was approximately 6,343 kWh, or 21.6 million British thermal units (Btu) (U.S. Census Bureau 2020).

Table 2 2018 Annual Electricity Consumption

Energy Type	Santa Barbara County (GWh)	California (GWh)	Proportion of Statewide Consumption	County per Capita Consumption (kWh)	County per Capita Consumption (MMBtu)
Electricity (MWh)	2,832.2	281,120.2	1.0%	6,342.7	21.6

Source: CEC 2019a

Natural Gas

Goleta falls within the Southern California Gas Company's (SoCalGas) natural gas service area. In 2018, SoCalGas customers consumed a total of 5.2 billion therms of natural gas. Residential users accounted for approximately 42 percent of PG&E's natural gas consumption. Industrial and commercial users accounted for another 33 and 18 percent, respectively. The remainder was used for mining, construction, agricultural, and water pump accounts (CEC 2019b).

According to the CEC, Santa Barbara County consumed approximately 125 million therms of natural gas in 2018 (CEC 2019c). In 2018, Santa Barbara County users accounted for approximately 2.4 percent of SoCalGas’s total natural gas consumption across the entire service area and approximately one percent of the statewide natural gas consumption. Table 3 illustrates the County’s 2018 natural gas consumption in comparison to statewide consumption and displays the County’s equivalent per capita energy consumption from its natural gas demand. With a population of 446,527, Santa Barbara County’s 2018 per capita natural gas consumption was approximately 280 therms, or approximately 26 million Btu.

Table 3 2018 Annual Natural Gas Consumption

Energy Type	Santa Barbara County (U.S. therms)	California (U.S. therms)	Proportion of Statewide Consumption	County per Capita Consumption (U.S. therms)	County per Capita Consumption (MMBtu)
Natural Gas	124,900,000	12,666,398,560	1.0%	279.7	26.0

Source: CEC 2019c

Analysis

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

LESS THAN SIGNIFICANT IMPACT

Construction

Project construction would result in short-term consumption of energy from the use of construction equipment and processes. Energy use during construction would be primarily from fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Temporary grid power may also be required for construction trailers or electric construction equipment. Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. Project construction contractors would demonstrate compliance with applicable CARB regulations that restrict the idling of heavy-duty diesel motor vehicles and govern the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Construction contractors would be required to comply with the provisions of 13 CCR Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes, thereby minimizing unnecessary fuel consumption. Furthermore, the project would comply with the 2019 CALGreen requirements to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost efficiency, construction contractors would not be anticipated to use fuel in a wasteful or unnecessary manner. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the project’s construction energy consumption would be less than significant.

Operation

Energy demand from the operation of the proposed train depot would include fuel consumed by passenger vehicles; natural gas consumed for heating the building; and electricity consumed by the depot, including lighting, water conveyance, and air conditioning. The project would increase vehicle trips to the site over existing conditions. However, because the proposed train depot would increase ridership on Amtrak's Pacific Surfliner, the project would reduce overall vehicle miles travelled (VMT) in the area by approximately six million miles (SBCAG 2018). Therefore, the project would not have a significant operational energy impact with regards to fuel consumption.

There is existing energy and natural gas use on the project site from the operation of the warehouse. However, because only a portion of the warehouse is occupied by the local food bank, the proposed project could increase electricity and natural gas use on the project site over existing conditions. The project would comply with standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. CALGreen Title 24, Part 11 requires implementation of energy-efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2019 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the CEC. According to the CEC, nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades (CEC 2018). Furthermore, pursuant to Goleta's Green Building Policy from the Green Building Project, the proposed project would be constructed to silver certification standards under the Leadership in Energy Environmental and Design (LEED) rating system. The project would also continue to reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by SCE continues to increase in order to comply with state requirements through Senate Bill 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. Therefore, the electricity and natural gas use would not result in a significant increase for SCE or SoCalGas and the project would not result in a wasteful or unnecessary energy consumption. Impacts would be less than significant and further analysis is not warranted.

- b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

LESS THAN SIGNIFICANT IMPACT

As discussed in question (a), the project would comply with CALGreen and the Building Energy Efficiency Standards, which specify energy efficiency requirements. The project is not located on a site identified for renewable resource production. The City of Goleta adopted energy efficiency goals and policies within its General Plan and reduction measures in its Climate Action Plan. Table 4 identifies energy conservation related policies provided in the City's General Plan and its Climate Action Plan that are applicable to the proposed project and describes the project's consistency with these policies.

Table 4 Project Compliance with Energy Efficiency Goals and Policies

Energy Efficiency Goal or Policy	Project Consistency
City of Goleta General Plan	
<p>CE 13.2 Energy Efficiency in Existing and New Commercial and Industrial Development: The City shall promote the following practices in new commercial and industrial buildings:</p> <ul style="list-style-type: none"> ▪ Reduction of energy consumption in existing buildings through improved design and management of heating, ventilation, air conditioning systems, and lighting is encouraged. Master metering is discouraged, and conversions to metering for individual tenant spaces shall be promoted where feasible ▪ The City shall enforce the state’s residential energy conservation building standards set forth in Title 24 through its plan check and building permit issuance processes ▪ The City shall encourage nonresidential buildings to be designed in a manner that is appropriate for local climate conditions, taking into account natural light and ventilation, placement of landscaping, and use of integrated energy systems. This encompasses concepts such as cogeneration, waste heat systems, and other similar technologies 	<p>Consistent. The project would comply with CBC Title 24 and CALGreen standards. Also, the project would be constructed to silver certification standards under LEED rating system, which includes building siting and natural energy reducing measures.</p>
<p>CE 13.4 Energy Conservation for City Facilities and Operations: The City shall implement energy conservation requirements for City-owned facilities at the time of major improvements. Energy conservation measures may include energy-efficient interior and exterior building lighting, energy-efficient street lighting, natural ventilation and solar hot water systems, and landscaping with drought-tolerant species and deciduous trees to shade streets and the south and west sides of buildings in summer. For all City construction projects, the City shall comply with the state’s energy conservation building standards set forth in Title 24. The City vehicle fleet shall use a mix of fuels that best achieves energy efficiency while meeting operational needs.</p>	<p>Consistent. The project would comply with CBC Title 24 and CALGreen standards. Also, the project would be constructed to silver certification standards under LEED rating system</p>
<p>TE 1.1 Alternative Modes: The City’s intent shall be to achieve a realistic and cost-effective balance between travel modes, including bikeways, pedestrian circulation, and bus transit. The City shall encourage the use of alternative modes of transportation, such as bus transit, bicycling, and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources</p>	<p>Consistent. The project would provide recommended amenities to increase ridership on Amtrak’s Pacific Surfliner passenger rail service.</p>
City of Goleta Climate Action Plan	
<p>BEE-1: Continued Implementation of Residential and Commercial Building Code that Exceeds Title 24 Standards by 15 percent effective through Code Expiration (July 2014)</p>	<p>Consistent. The project would exceed Title 24 standards and meet LEED silver certification standards.</p>
<p>RE-1: Continue Implementation of Ordinance Requiring Construction of Solar-Ready Buildings</p>	<p>Consistent. Consistent with CALGreen requirements, the project would at least be constructed with wiring for solar installation.</p>

Source: Goleta 2006a; 2014

The City also adopted the Energy Efficient Action Plan in 2012, which focuses on energy efficient upgrades to City facilities and vehicles. The proposed project does not conflict with or prevent the City from implementing the steps in the Energy Efficient Acton Plan. Therefore, impacts would be less than significant and further analysis is not warranted.

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The analysis is based on a Geotechnical Report prepared for the project by ENGEO Inc. (Appendix C).

Analysis

- a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?*
- a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

LESS THAN SIGNIFICANT IMPACT

The project site is not located in an Alquist-Priolo Earthquake Fault Zone which would create a fault rupture hazard at the project site (California Department of Conservation 2019). There are several active faults in the region that are capable of causing strong ground shaking in the project area if a major earthquake were to occur. The More Ranch Fault, part of a regional fault zone comprising the Mission Ridge Fault and Arroyo Parida Fault System that extends across the Santa Barbara Plain and into the Santa Ynez Mountains, is located approximately 0.6 miles south of the project site and is considered capable of a magnitude earthquake of 6.9 and has a 30-year probability for a Magnitude 6.7 or greater (Appendix C). Therefore, strong ground shaking during seismic activity is a potential hazard for the proposed project. Project construction would be subject to compliance with the seismic safety standards of the California Building Code (CBC), which are adopted and incorporated into the Goleta Municipal Code. The CBC includes excavation and recompaction measures to ensure structural stability in the event of a seismic event. Compliance with applicable CBC requirements would reduce impacts related to strong seismic ground shaking would be less than significant and further analysis is not warranted.

- a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

LESS THAN SIGNIFICANT IMPACT

Liquefaction susceptibility is based on the area's risk to severe ground shaking, the height of groundwater, and the density and type of soil deposits. According to the Goleta General Plan/Coastal Land Use Plan, areas that are underlain by younger alluvium deposits are the most vulnerable for potential liquefaction (Goleta 2006a). The Geotechnical Report determined that lateral spreading of soil due to lurching or liquefaction is relatively low due to the relatively level topography of the project site. However, the report determined that a silty-sand layer found below the groundwater level is potentially liquefiable (Appendix C). The Geotechnical Report included foundation recommendations which would mitigate potential impacts of liquefaction on the proposed project. The City of Goleta includes a standard condition of approval for compliance with recommendations in a geotechnical report. Therefore, impacts would be less than significant and further analysis is not warranted.

- a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

LESS THAN SIGNIFICANT IMPACT

The topography of the project site and surrounding area is relatively flat. In addition, as shown on the Geologic Hazards Map in the City of Goleta General Plan/Coastal Land Use Plan, the project site is not mapped in an area of moderate or high landslide potential (Goleta 2006a). The General Plan/Coastal Land Use Plan states that landslides are potential risks in areas around railroad and railroad cuts. However, the cuts on each side of the railroad tracks adjacent to the project site are not substantial enough to cause adverse effects to the project site. The Geotechnical Report indicated no additional geologic features that could significantly affect the development of the site. Therefore, impacts related to landslides would be less than significant and further analysis is not warranted.

b. Would the project result in substantial soil erosion or the loss of topsoil?

LESS THAN SIGNIFICANT IMPACT

Project construction activities, including excavation and grading, have the potential to cause a loss of topsoil and soil erosion. During construction, short-term erosion impacts would be reduced by compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit, which would require the implementation of a stormwater pollution prevention plan (SWPPP) and the implementation of various BMP's to reduce erosion during construction activities. Compliance with the NPDES permit and BMPs during construction such as straw wattles and silt fencing would reduce impacts resulting from loss of topsoil. In addition, the project would be required to prepare an Erosion and Sediment Control Plan prior to the issuance of a grading permit in the City. Compliance with these regulations would reduce impacts to soil erosion and a loss of topsoil to a less than significant level and further analysis is not warranted.

c. Would the project 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?

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

LESS THAN SIGNIFICANT IMPACT

According to the Geotechnical Report, due to the relatively level topography, the likelihood of lateral spreading and landslides is low. Additionally, there is low potential for regional subsidence or uplift due to surrounding topography and lithologic data (Appendix C). Unstable soils include expansive, compressible, erodible, corrosive, or collapsible soils. Expansive soils are associated with soils, alluvium, and bedrock formations that contain minerals susceptible to expansion under wet conditions and contracting under dry conditions. The Geotechnical Report identified expansive lean clay near the surface of the site in three separate borings that could potentially cause shrinking and swelling in these areas. In any event, all new construction is required to adhere to local and state mandated grading and construction requirements, including but not limited to the CBC and City ordinances and engineering standards. Additionally, with adherence to recommendations in the geotechnical report, impacts from unstable soils and placing structures on expansive soils would be less than significant and further analysis is not warranted.

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

NO IMPACT

The project would connect to the existing sewer system and not use septic tanks or another alternative wastewater disposal system. Therefore, there is no impact to soils from proposed septic tanks or wastewater. Further analysis of this issue is not warranted.

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. According to published geologic mapping and the geotechnical report, the project area is underlain by Holocene and late Pleistocene alluvium and colluvium (Qac), consisting of poorly consolidated silt, sand, and gravel deposits of modern drainages and piedmont alluvial fans and floodplains, and late Pleistocene intermediate alluvial deposits (Qia), consisting of weakly consolidated, stratified silt, sand, and gravel that form low rounded, moderately dissected terraces and piedmont alluvial fans that rest at higher elevations compared to younger alluvial and colluvial deposits at lower elevations (Minor et al. 2007; Appendix C).

Data presented in the geotechnical report indicate that the project area is immediately underlain by approximately five feet of artificial fill, which is subsequently underlain by various layers of clayey sand, silty sand, silt, and clay. At approximately 35 feet below ground surface, shell hash was noted in borehole logs (Appendix C). A search of the paleontological locality records maintained in the University of California Museum of Paleontology (UCMP) online collections database did not report any vertebrate fossil localities within the project site; however, numerous vertebrate, invertebrate, planktonic, and plant fossils have been recorded throughout Santa Barbara County. Based on the literature review, geologic map review, and online database review, artificial fill and Holocene and late Pleistocene alluvium and colluvium (Qac) have a low paleontological sensitivity in accordance with SVP (2010) guidelines, and late Pleistocene intermediate alluvial deposits (Qia) have a high paleontological sensitivity in accordance with SVP (2010) guidelines (Agenbroad 2003; Dooley et al. 2019; Jefferson 1985, 1989, 1991; Savage 1951; Savage et al. 1954; Springer et al. 2009; Winters 1954; UCMP 2020).

Ground-disturbances associated with the project's construction would occur during the third phase of the project and would include minor site grading to remove debris and artificial fill. Although grading plans have not been finalized for the project, grading associated with the project's construction will likely be shallow (i.e., up to five feet below ground surface) and is unlikely to impact native, previously undisturbed sediments of Pleistocene age that have a high potential for significant fossil resources. Given that the fossiliferous deposits occur at greater depths than anticipate ground disturbance, the potential for encountering fossil resources is low and impacts to paleontological resources are not expected. However, unanticipated fossil discoveries during any ground-disturbing activities associated with the project remain a possibility and impacts to any such resources would be potentially significant. Mitigation measures would be required to reduce potential impacts to paleontological resources.

Mitigation Measure

GEO-1 Unanticipated Discovery of Paleontological Resources

In the event an unanticipated fossil discovery is made during construction, in accordance with SVP (2010) guidelines, construction shall stop within 50 feet of the find or be redirected to another area of the site and a qualified professional paleontologist shall be retained to evaluate the discovery, determine its significance and if additional mitigation or treatment is warranted. Work in the area of the find will resume once the find is properly documented and authorization is given to resume construction work by the qualified paleontologist in coordination with the City. Any significant paleontological resources found during construction monitoring will be prepared, identified, analyzed, and permanently curated in an approved regional museum repository (e.g., UCMP).

Residual Impact After Mitigation

Implementation of Mitigation Measure GEO-01 (and Geo-02 thru Geo-04) would apply to all phases of project construction and would ensure that potential impacts to paleontological resources would be less than significant by providing for the recovery, identification, and curation of previously unrecovered fossils. The mitigation measure will be included in the EIR's executive summary and in the project's mitigation monitoring and reporting program.

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Analysis

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Construction and operation of the project would result in GHG emissions. Impacts are potentially significant and will be analyzed in an EIR.

POTENTIALLY SIGNIFICANT IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a site that is included on a list of hazardous material 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. For a project located in 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The information in this section is based primarily on a Phase I Environmental Site Assessment (ESA) conducted and prepared by Rincon Consultants in January 2020. This report is included as Appendix D.

Analysis

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project 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?*

POTENTIALLY SIGNIFICANT IMPACT

The Phase I ESA found two Recognized Environmental Conditions (RECs), three potential RECs, and one condition of concern on the project site, which include:

1. The presence of a 6,000-gallon historic UST reported on the subject property (REC).
2. The presence of an existing 1,800-gallon diesel UST located on the subject property (REC).
3. Former agricultural use of the subject property (Potential REC).
4. The former Industrial use of the subject property as a bus transportation facility, as well as the presence of former sumps and “service shops” (Potential REC).
5. The presence of railroad tracks adjacent to the north of the subject property (Potential REC).
6. The presence of a capped water supply well reported on the subject property (Other Condition of Concern; Appendix D)

Therefore, the project would have the potential to result in the release of hazardous materials during construction. Impacts are potentially significant and will be analyzed in an EIR.

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

NO IMPACT

Construction of the project could result in the movement of contaminated soils and building materials. The nearest school to the project site is La Patera Elementary School, which is located approximately 0.7 mile to the north. Therefore, the project would not handle hazardous materials within 0.25 mile of an existing school. Further analysis is not warranted.

- d. *Would the project be located on a site that is included on a list of hazardous material 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?*

NO IMPACT

The Phase I ESA contracted Environmental Data Resources, Inc. (EDR) to provide a database search of public lists of sites that generate, store, treat, or dispose of hazardous materials or sites for which a release or incident has occurred. In addition, Rincon reviewed regulatory information obtained from review of online sources (e.g., State Water Resources Control Board (SWRCB) GeoTracker database, Department of Toxic Substances Control [DTSC] EnviroStor database) and files requested

from the applicable regulatory agency. According to the search results, the project site was not listed in any databases that are indicative of a hazardous materials release.

The Phase I ESA also reviewed EDR Radius Map and select detailed listings to evaluate offsite properties and their potential to impact the project site. In accordance with American Society for Testing and Materials (ASTM), contamination migration pathways in soil, groundwater, and soil vapor were considered in the analysis of offsite properties of potential environmental concern. Three adjacent properties were listed in databases searched by EDR. The Phase I ESA concluded, based on the documents reviewed, the three adjacent sites are not expected to impact the subject property. In addition, based on the anticipated groundwater flow direction to the south-southeast, there are no upgradient release sites listed by EDR (Appendix D). Therefore, there would be no impacts and further analysis is not warranted.

- 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?*

LESS THAN SIGNIFICANT IMPACT

The project site is located approximately 0.3 miles north of the Santa Barbara Municipal Airport and within the adopted 1993 (ALUP) for the Santa Barbara Municipal Airport. The project site is located outside the noise contours of the ALUP (SBCAG 1993). However, the project site is located within Safety Zone 2, the Inner Approach/Departure Zone. Transit uses such as the proposed project are determined to be compatible within the Safety Zone 2/Approach Zone (SBCAG 1993). The project would not include direct or steady flashing lights and the proposed depot structure would not include reflective material which would impact approaching or departing aircraft. In addition, the City's General Plan and proposed land uses have been reviewed and approved by SBCAG for consistency with the ALUP. The Goleta Train Depot would not require a General Plan amendment and would comply with all applicable land use regulations, including height, for the proposed development. Therefore, the project would be considered consistent with the ALUP and would not result in additional safety hazards for passengers. Impacts would be less than significant and further analysis is not warranted.

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

LESS THAN SIGNIFICANT IMPACT

The project 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 would serve Pacific Surfliner passengers which currently use the Goleta Rail Station. The project would not block any existing rights-of-way for the railroad or public roadways. Therefore, impacts would be less than significant and further analysis is not warranted.

- g. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

NO IMPACT

As discussed in Section 19, *Wildfire*, the project site is not located near areas designated to have risks to wildland fires. There would be no impacts and further analysis is not warranted.

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10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

LESS THAN SIGNIFICANT IMPACT

Construction

Project construction would involve demolition of the existing 39,800 square-foot warehouse structure and associated facilities, ground-disturbing activities, and use of heavy construction equipment. Grading and other construction activities associated with the project would have the potential to impact soil erosion and increase sediment loads in stormwater runoff resulting from exposed or disturbed soil. Additionally, spills, leakage, or improper handling and storage of substances such as oils, fuels, chemicals, metals, and other substances used during various construction phases could be collected in stormwater runoff and impact water quality.

The City of Goleta's Stormwater Management Program protects water quality in accordance with the Regional Water Quality Control Board (RWQCB) pursuant to National Pollution Discharge Elimination System (NPDES) requirements (City of Goleta 2020). On-site construction activities would be subject to the NPDES Statewide General Construction Activity Stormwater permit, which would require visual monitoring of stormwater and non-stormwater discharges, sampling, analysis, and monitoring of non-visible pollutants; and compliance with applicable water quality standards established for receiving waters potentially affected by construction discharges. Additionally, construction site operators would be responsible for preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP) which would outline project-specific Best Management Practices (BMPs) to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater.

Implementation of construction BMPs would minimize surficial erosion and transport of pollutants and provide compliance with applicable NPDES requirements. In addition to the permit and SWPPP requirements, the project would comply with the City of Goleta Municipal Code Section 15.09.290, which requires an Erosion and Sediment Control Plan. The Plan would contain requirements of the City's BMPs for erosion and sediment control, which would prevent erosion and siltation in surface water runoff and in the storm drain system during site grading and soil disturbance activities. Compliance with existing regulations and implementation of construction BMP's would reduce potential construction impacts to water quality and discharge to a less than significant level.

Operation

Project operation could impact water quality from stormwater generated by impervious parking lots, rooftops, sidewalks, and paved areas on the project site, which could contain pollutants from automotive chemicals, trash, landscaping, and sediment. The project site is currently almost entirely impervious and developed with a warehouse structure, parking areas, storage area and vehicle yard, and general paving. The proposed project would generally replace existing parking lots and paved areas and result in a reduction of impervious areas on the project site with parking lot and site landscaping.

The project would be subject to The Central Coast Regional Water Quality Control Board's Central Coast Post Construction Requirements, which applies to all development projects resulting in 2,500 square feet or more of net impervious surface area (Central Coast Water Board 2013). In compliance

with the Central Coast Post Construction Requirements, the applicant would need to submit a complete Stormwater Control Plan, which would demonstrate adequate stormwater management features and facilities to treat and capture stormwater on-site. In addition, the Stormwater Control Plan would include an operation and maintenance plan which would identify the individuals responsible for maintenance of the stormwater control facilities. The Stormwater Control Plan would be reviewed and approved by the City of Goleta Engineering Department.

With compliance with all applicable regulations and measures, the project would not violate water quality standards or waste discharge requirements. Impacts would be less than significant and further analysis of these issues is not warranted.

- a. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

LESS THAN SIGNIFICANT IMPACT

Water for the project would be provided by the Goleta Water District (GWD), which relies on four sources of water to meet its existing and future demands: (1) surface water via the Cachuma Project; (2) surface water from the State Water Project (SWP); (3) groundwater from the Goleta Groundwater Basin; and (4) recycled water (GWD 2017). The GWD operates under the Wright Judgment which prohibits over drafting of the Goleta Groundwater Basin (GGWB) and mandates the maintenance of the basin in a hydrologically balanced condition (Wright v. Goleta Water Dist. (1985) 174 Cal. App. 3d 74.).

The project would not involve on-site groundwater extraction that would result in substantial drawdown of an underlying aquifer. In addition, as discussed under Impact a, the project would not increase impervious surface cover on the project site beyond existing conditions and, therefore, would not interfere with groundwater recharge on the site. Therefore, the project would not substantially deplete groundwater supplies or interfere substantially with recharge or impede sustainable groundwater management of the basin. This impact would be less than significant and further analysis is not warranted.

- c.i. *Would the project 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 result in substantial erosion or siltation on- or off-site?*
- c.ii. *Would the project 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- c.iii. *Would the project 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 that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

- c.iv. Would the project 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 impede or redirect flood flows?*

LESS THAN SIGNIFICANT IMPACT

The project site is not located in a flood zone, as discussed under Item d, and does not contain a river or stream which would be altered and result in flooding on- or off-site. Construction of the site would alter the existing drainage pattern of the site by removing the existing building and paved areas. However, compliance with NPDES requirements, implementation of a SWPPP BMPs, and an Erosion and Sediment Control Plan would prevent erosion or siltation on or off site and the transport of pollutants in runoff.

The project site currently contains impervious surfaces in the form of buildings, parking lots, and paved areas. Implementation of the project would not increase impervious surfaces which would increase surface runoff over existing conditions. In addition, the project would implement a Stormwater Control Plan which would demonstrate adequate stormwater management features and facilities to treat and capture stormwater on site. Therefore, implementation of the project would not impact the stormwater drainage systems in the area or result in additional polluted runoff. Due to the existing nature of the project site and compliance with existing regulations, impacts would be less than significant and further analysis is not warranted.

- d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

NO IMPACT

According to the Federal Emergency Management Agency (FEMA) flood insurance rate maps, the project site is not located in a flood zone (FEMA 2019). According to Figure 5-2 of the City's General Plan/Coastal Land Use Plan, the project site is not located in a Tsunami Inundation Zone (Goleta 2016). In addition, the project site is not located near a large body of water with seiche hazards. Therefore, there would be no risk of release of pollutants due to inundation associated with a flood hazard, tsunami, or seiche and further analysis is not warranted.

- e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

NO IMPACT

As discussed in impact a, the project would not violate water quality standards or degrade water quality during construction or operation and, therefore, would not interfere with the implementation of the Basin Plan. The project is located within the GGWB, which currently is prioritized as very low (DWR 2020). Since the GGWB is designated as a low priority basin, a Groundwater Sustainability Plan (GSP) has not been prepared. Therefore, the project would not conflict with a water quality control plan of a sustainable groundwater management plan there for resulting in no impact.

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis

a. *Would the project physically divide an established community?*

NO IMPACT

The project would not divide an established community. The project site is surrounded by a mix of office and light industrial development. The project would be located entirely within parcel currently developed by a warehouse. The provide would involve the relocation of the La Patera Lane bus turnaround approximately 50 feet to the south. This relocation would not impact the existing circulation network within the community. There would be no impacts and further analysis is not warranted.

b. *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

LESS THAN SIGNIFICANT IMPACT

The project does not involve any General Plan amendment or Specific Plan amendment and would not conflict with any adopted land use plan. The City of Goleta recently adopted the New Zoning Ordinance (NZO) in March of 2020 to implement the City’s General Plan. According to Table 17.09.020, transportation terminals are an allowed use in the BP zone with the approval of a Major Conditional Use Permit. However, because the project is a City project, in the inland area, and outside of any identified Environmentally Sensitive Habitat Areas (ESHA), it is exempt from obtaining a Zoning Permit pursuant to 17.53.020(X)(1). The proposed use would not conflict with the I-BP Zoning District and the train depot would comply with all applicable site development standards and City regulations related to these standards. Deviations from standards would require the approval of a resolution by City Council based on the finding of good cause, pursuant to Table 2-3 of the General Plan/Coastal Land Use Plan (Goleta 2006a). 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. Impacts related to the Santa Barbara Municipal Airport ALUP are discussed in Section 8, *Hazards and Hazardous Materials*.

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis

- a. *Would the project 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?*
- b. *Would the project 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?*

The General Plan/Coastal Land Use Plan EIR indicates that there are no existing or planned surface mining operations within the City (Goleta 2006b). The Ellwood Oil Field is the only extractive industry with the City of Goleta, which is located in the Ellwood Mesa approximately 5 miles west of the project site. The Ellwood Oil Field would not be impacted by the project. Therefore, there would be no impacts and further analysis is not warranted.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
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?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

Analysis

- a. *Would the project result in 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?*
- b. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

POTENTIALLY SIGNIFICANT IMPACT

The project would generate noise during construction and operation of the train depot, which could result in temporary and permanent increases in noise levels in the surrounding vicinity. In addition, vibration during construction could impact nearby land uses and buildings, including the Daniel Hill Adobe. Therefore, impacts would be potentially significant and will be analyzed in an EIR.

- 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 airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

LESS THAN SIGNIFICANT IMPACT

City of Goleta
Goleta Train Depot

As discussed in Section 8, *Hazards and Hazardous Materials*, the project is located outside the Noise Exposure Range of the Santa Barbara Airport ALUP (SBCAG 1993). Therefore, the project would not expose people to excessive airport noise levels and further analysis is not warranted.

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis

- a. *Would the project 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)?*

LESS THAN SIGNIFICANT IMPACT

The current population in Goleta is approximately 30,281 and is projected to be 33,900 by the year 2025 (U.S. Census Bureau 2019; Goleta 2006b). The proposed project would develop a new train depot adjacent to the existing Goleta Rail Station to serve existing riders and promote new ridership. The project would serve existing Goleta residents and residents throughout California using Amtrak’s Pacific Surfliner rail service. Therefore, the project would not induce a substantial unplanned population growth in the area either directly or indirectly. Impacts would be less than significant and further analysis is not warranted.

- b. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

NO IMPACT

The project site is currently occupied by a warehouse that is primarily unoccupied/vacant, with a small portion used by the Food Bank for storage. The site does not contain residential units or people. Consequently, there would be no displacement of housing or people. Therefore, there would be no impact and further analysis is not warranted.

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15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 the public services:				
1 Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2 Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3 Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4 Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5 Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis

a.1. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

a.2. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

LESS THAN SIGNIFICANT IMPACT

Fire services would be provided by Santa Barbara County Fire Department (SBCFD), and police protection services would be provided by the Santa Barbara County Sheriff's Office under contract to the City (Goleta Police Department (GPD)). The closest fire station to the project site is Santa Barbara County Fire Station 14 located at 320 N. Los Carneros Road, 0.7 mile northwest from the

project site, adjacent to Los Carneros Park. The closest police station is 3.8 miles east from the project site, located at 4434 Calle Real in the unincorporated County of Santa Barbara.

The project would construct a new train depot on a site currently occupied by a warehouse structure. The project site is located in an urban area of the City which is developed with office and light industrial uses and is currently served by fire and police services. Therefore, the new train depot would not exceed the capacity of the SBCFD or GPD to provide protective services or result in the need for new or expanded fire or police facilities; therefore, impacts would be less than significant and further analysis is not warranted.

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

NO IMPACT

The project would develop a new train depot adjacent to the existing Goleta Rail Station to serve existing Goleta residents and residents throughout California. The project would not result in direct or indirect population growth, as discussed in Section 12, *Population and Housing*. Therefore, the proposed project would not result in additional enrollment of school aged children in either Goleta Union or Santa Barbara Unified School Districts and would not result in the need for new or physically altered schools. The project would have no impacts and further analysis is not warranted.

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

NO IMPACT

As discussion above under Impact a.3 and a.4, the project would develop a new train depot to serve train riders and would not directly or indirectly result in an increase in growth in the City. Therefore, the project would not generate an increased demand for parks or other public facilities. The project would have no impacts and further analysis is not warranted.

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

NO IMPACT

As discussion above under Impact a.3 and a.4, the project would develop a new train depot to serve train riders and would not directly or indirectly result in an increase in growth in the City. Therefore, the project would not generate an increased demand for parks or other public facilities. The project would have no impacts and further analysis is not warranted.

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis

- 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?*
- 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?*

NO IMPACT

The project would develop a new train depot adjacent to an existing Amtrak platform to serve existing train users and promote more people using Amtrak’s train services. As discussed in Section 13, *Population and Housing*, the project would not result in a direct or indirect increase in population growth and, therefore, would not increase the use of recreational facilities in the City nor require the construction or expansion of recreational facilities. Therefore, no impacts associated with the construction of recreational facilities would occur and further analysis is not warranted.

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17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	■	■	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Analysis

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

POTENTIALLY SIGNIFICANT IMPACT

The proposed project could generate traffic that would impact the circulation system in the area. In addition, a new train depot could place Pacific Surfliner passengers accessing the depot at risk with vehicles and buses. Impacts are potentially significant and will be analyzed in an EIR.

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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:</p>				
<p>a. 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</p>	■	□	□	□
<p>b. 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 Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	■	□	□	□

Analysis

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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 Resources Code Section 5024.1?*

POTENTIALLY SIGNIFICANT IMPACT

Based on the positive results of the SLF search coupled with the ethnographic settlement patterns of the Chumash, the area is considered sensitive for tribal cultural resources (Appendix B). Therefore, impacts are potentially significant and will be analyzed in an EIR.

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis

- a. *Would the project 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?*

LESS THAN SIGNIFICANT IMPACT

The project site is currently served by water, wastewater, stormwater, electric, gas, and telecommunication facilities. The project may require minor relocations or improvements of utilities to serve the project, but these would occur within the footprint of existing onsite development and

are included in the environmental analysis herein. Therefore, the project would not require relocation of utilities which would create significant environmental effects. Impacts would be less than significant and further analysis is not warranted.

- b. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

POTENTIALLY SIGNIFICANT IMPACT

The project site is served by the Goleta Water District (GWD), which services approximately 87,000 people through approximately 270 miles of pipeline. The GWD obtains its water supplies from four primary sources including Lake Cachuma, the Goleta Groundwater Basin, Goleta Sanitary District, and the import of State Water Project (SWP) water. According to the GWD 2015 Urban Water Management Plan (UWMP), the District has adequate water supplies to serve its users through 2035 under normal, dry, and multiple-dry years (GWD 2017).

In 1991 voters of the Goleta Water District passed the SAFE Water Supplies Ordinance, which sets forth the following conditions the District must meet in order to approve new or additional water connections.

1. The District is receiving 100 percent of its deliveries normally allowed from Lake Cachuma;
2. The District has met legal obligations in the Wright Judgement;
3. There is no water rationing; and
4. The District has met its obligations to the Annual Storage Commitment to the Drought Buffer.

The District is currently not meeting all of the above conditions needed in order to approve new or additional water connections. Pursuant to the SAFE Water Supplies Ordinance, the District was directed to deny applications for new water service allocations unless the project falls within certain exceptions. Because the District is not meeting all of the conditions in the SAFE Water Supply Ordinance, impacts to water supplies would be potentially significant and will be discussed in the EIR.

- c. *Would the project 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?*

LESS THAN SIGNIFICANT IMPACT

Wastewater from the project would be collected and treated by the Goleta Sanitary District (GSD), which services approximately 80,000 people. The GSD operates the Goleta Wastewater Treatment Plant, which has a maximum capacity of 9.7 million gallons per day (MGD) based on the average daily flow rate. However, the discharge is restricted under the facility's NPDES Order R3-2017-0021 permit CA0048160 to an average daily dry weather flow of 7.64 MGD (Central Coast RWQCB 2017). Current average daily dry weather flows are approximately 4.8 MGD (GSD 2018).

The project site is within the District's service area and is currently served by GSD for wastewater produced by the existing warehouse. The development of a 9,000 square-foot train depot would not increase wastewater production compared to existing conditions from a 39,800 square-foot warehouse. In addition, there is adequate capacity at the wastewater treatment plant to handle additional flows if necessary. Impacts would be less than significant and further analysis is not warranted.

- d. *Would the project 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?*

LESS THAN SIGNIFICANT IMPACT

Waste generated within 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, which is owned by the County of Santa Barbara. Waste collection and disposal services are provided by Marborg Industries in the City of Goleta. The Tajiguas Landfill has a maximum permitted capacity of 23.3 million cubic yards and a maximum daily capacity of 1,500 tons per day (CalRecycle 2019a). According to the 5 Year Permit Review of the landfill, average daily waste flows are approximately 806 tons, which remains well within their 1,500 daily ton limit (CalRecycle 2015). According to the City's adopted CEQA Thresholds Manual, a project specific impact threshold is 196 tons of solid waste per year.

Construction of the project would generate construction waste during the demolition of the existing warehouse structure and development of the new train depot. Construction waste would comply with CalGreen Construction and Demolition (C&D) Debris Recycling Requirements, which required the diversion of 65 percent of construction waste. In addition, waste from construction activities would be temporary. Waste generation rates for transportation uses in the CEQA Thresholds Manual is 0.0026 tons per square foot. Using this, operation of the train depot would produce 23 tons of solid waste per year, which is below the adopted threshold. Due to the available capacity at the Tajiguas Landfill and because project waste generation would be below established thresholds, impacts would be less than significant and further analysis is not warranted.

- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

LESS THAN SIGNIFICANT IMPACT

Construction of the proposed project would comply with CalGreen and be required to divert 65 percent of the waste generated during construction. According to the California Department of Resources Recycling and Recovery (CalRecycle), the City, which is a part of the Santa Barbara Regional Integrated Waste Management Reporting Authority, is meeting its waste disposal requirements under AB 939 (CalRecycle 2019b). The project is a City project and would be required to comply with applicable solid waste diversion programs and state reduction statutes. Therefore, impacts would be less than significant and further analysis is not warranted.

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis

- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, 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 a wildfire?*
- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?*

- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

NO IMPACT

While the project site is located approximately 0.9 mile southwest of a high fire severity zone, it is not within a fire hazard zone (Calfire 2019). The project site is located in an incorporated area of local responsibility (Calfire 2007). The project site is located within an urbanized area of the City of Goleta and is surrounded by existing development. Therefore, the project would not expose people or structures to a significant risk involving wildland fires or worsen the risk of wildfire and there would be no impact.

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. 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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Analysis

- 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?*

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

As discussed throughout this Initial Study, implementation of the project would not substantially degrade the quality of the environment and would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. As addressed in Section 4, *Biological Resources*, the

project site is currently developed and does not contain known sensitive species or animal communities. Implementation of Mitigation Measure BIO-1 and BIO-2 would reduce potential impacts to roosting bats and nesting birds. Cultural resources, which illustrate examples of California history and prehistory, are discussed in Section 5, *Cultural Resources*. The project site does not contain any known historical or pre-historical resources. However, there is the potential for unknown resources to be impacted during ground disturbing activities. Implementation of Mitigation Measure CR-1 would reduce potential impacts. Potentially significant impacts would be reduced to less than significant levels with the incorporation of mitigation.

- 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)?*

POTENTIALLY SIGNIFICANT IMPACT

Certain environmental issue areas (e.g., Geology/Soils, Wildfire) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. The project was determined to have no impacts on agricultural and mineral resources and recreation in the City. In addition, the project would not lead to unplanned growth in the City and is currently served by police and fire services. Therefore, the project would not create any cumulatively considerable impact on public services. As discussed in Section 10, *Hydrology and Water Quality*, the project would comply with all applicable regulations governing water quality, would capture stormwater on-site, and would reduce impervious surfaces over existing conditions.

As described in the discussion of Environmental Checklist Sections 1 through 20, the proposed project has potentially significant impacts requiring further analysis in an EIR for the following environmental issues: air quality, energy, greenhouse gas emissions, hazards and hazardous materials, noise, transportation, and tribal cultural resources. Therefore, the potential cumulative impacts of these environmental issues may also be potentially significant and will be further analyzed in an EIR.

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

POTENTIALLY SIGNIFICANT IMPACT

In general, impacts to human beings are related to air quality, geology and soils, hazards and hazardous materials, noise, and traffic. As detailed in the environmental checklist portion of this Initial Study, the project would not have a significant impact on geology and soils. However, the project would have potential impacts to air quality, hazards and hazardous materials, noise, and traffic and, therefore, would have the potential to cause substantial adverse effects, directly or indirectly, on human beings. Therefore, these issues are potentially significant and will be further addressed in an EIR.

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