ATTACHMENT 3

PROPOSED FINAL MITIGATED NEGATIVE DECLARATION (AUGUST 2008)

CITRUS VILLAGE

FINAL MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF GOLETA
130 Cremona Drive
Goleta, California 93117

Prepared by:

ENVICOM CORPORATION
28328 Agoura Road
Agoura Hills, California 91301

August 15, 2008

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CITY OF GOLETA

CITY OF GOLETA
FINAL MITIGATED NEGATIVE DECLARATION

1. PROJECT TITLE:

Citrus Village
General Plan Amendment 04-226-GPA
Vesting Tentative Tract Map 32,027; 04-226-TM
Final Development Plan 04-226-DP, -DRB
Road Naming 04-226-RN

2. LEAD AGENCY NAME AND ADDRESS:

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

3. CONTACT PERSON AND PHONE NUMBER:

Cindy Moore, Senior Planner
(805) 961-7547

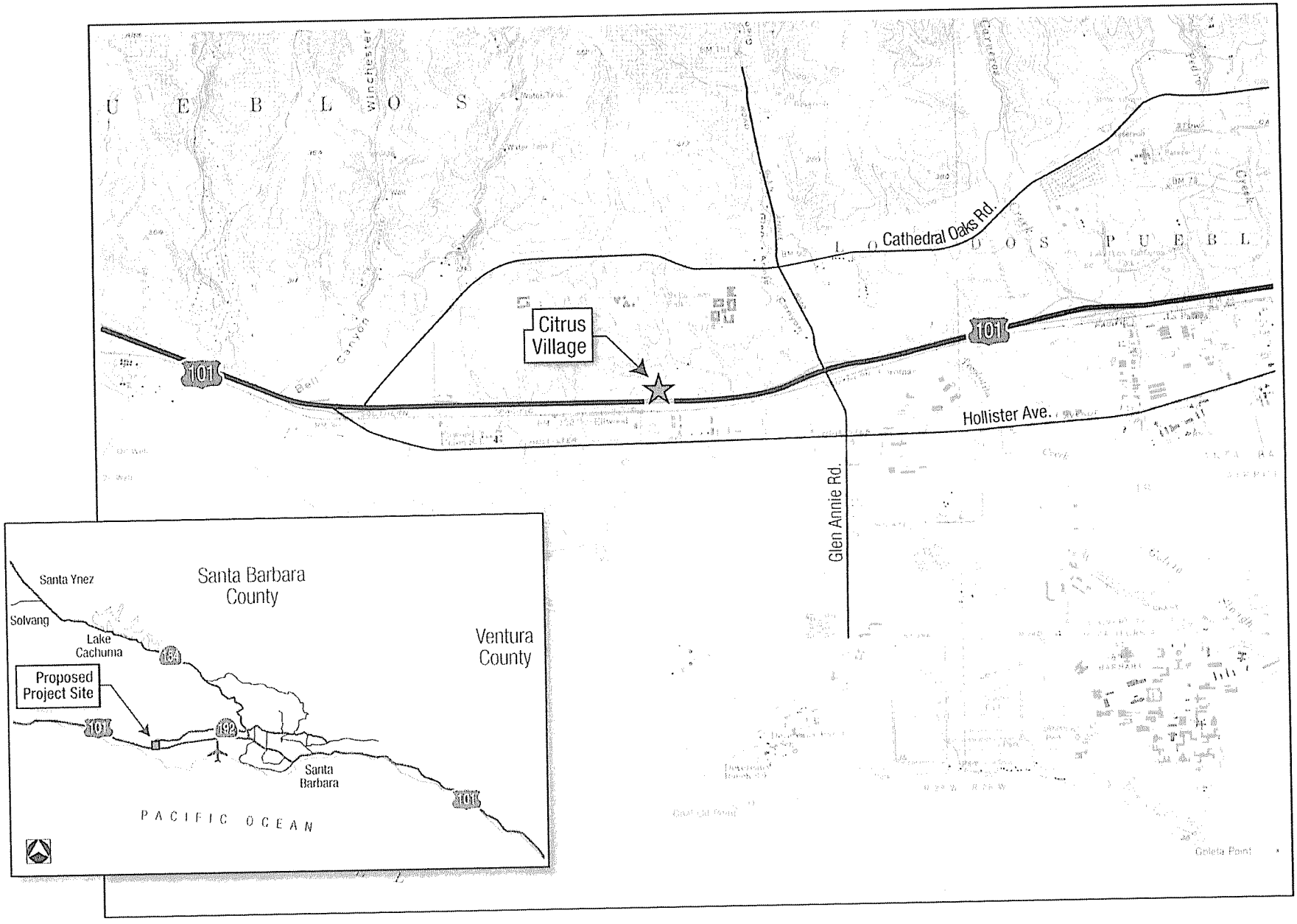
4. APPLICANT:

Detlev Peikert, Representing 7388 Calle Real, LLC, Property Owner
Peikert Group Architects
10 East Figueroa Street, Suite 1
Santa Barbara, CA 93101

5. PROJECT LOCATION:

The project site is located near the northeast corner of the intersection of Calle Real and Ellwood Station Road in western Goleta. A location map is provided as **Figure 1**.

Address: 7388 Calle Real
Assessor's Parcel Number: 077-490-043



Source: Portions of the Dos Pueblos Canyon and Goleta, California, U.S.G.S. 7.5 Minute Quadrangls

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CITRUS VILLAGE – MITIGATED NEGATIVE DECLARATION

Project Location Map

FEET 0 1,500 3,000

FIGURE 1

6. PROJECT DESCRIPTION:

The proposed Citrus Village development (hereafter referred to as "the project" or "the proposed project") would involve four components: 1) an amendment to General Plan Policy 10.3, 2) a one lot subdivision requiring a tract map, 3) the subsequent development of multi-family housing units (condominiums) and associated amenities as part of a Final Development Plan, and 4) a road naming of the private drive.

General Plan Amendment

Per the proposed General Plan Amendment (04-226-GPA), the project would include changes to the Land Use Element Policy LU 1.10, Multifamily Residential Development, the Land Use Element Table 2-1, Allowable Uses and Standards for Residential Use Categories, and the Conservation Element Policy CE 10.3, Incorporation of Best Management Practices for Stormwater Management.

The changes to Policy LU 1.10 affect section (a) as follows:

LU 1.10 Multifamily Residential Development. [GP/CP] The Medium- and High-Density Multifamily designations shall provide appropriate locations for multifamily dwellings as well as allow development standards that enable creativity and diversity in design while protecting health and safety. The use categories differ in terms of maximum permitted densities allowed, but each designation shall permit a range of housing types, including detached units, attached townhouses, and garden apartments. All multifamily developments shall be required to provide or ensure:

a. Adequate ~~common~~ open space and ~~public~~ recreational facilities~~, including parks or open spaces,~~ as an integral part of the development; community garden areas are encouraged.

b. Appropriate amounts of outdoor space for the exclusive use of individual residential units.

c. Appropriate pedestrian and bicyclist access to commercial or other activity centers and appropriate facilities to encourage use of public transit.

d. Adequate services and facilities (such as sewer, water, and roadway capacity) concurrent with development.

e. Adequate off-street parking.

f. Appropriate access by emergency vehicles.

The changes to Table 2-1 would remove the standards for building intensity as follows:

TABLE 2-1
ALLOWABLE USES AND STANDARDS FOR RESIDENTIAL USE CATEGORIES

Allowed Uses and Standards	Residential Use Categories				
	R-SF	R-P	R-MD	R-HD	R-MHP
Standards for Density and Building Intensity					
Standards for Permitted Density					
Maximum Permitted Density (units/acres)	5 or less	5.01–13	20	30	15
Minimum Permitted Density (units/acres)	N/A	N/A	15	15	N/A
~~***Standards for Building Intensity***~~					
~~Maximum Floor Area Ratios (FAR)~~	~~N/A~~	~~0.30~~	~~0.50~~	~~1.10~~	~~N/A~~
~~Maximum Structure Height (Inland Area)~~	~~25 feet~~	~~35 feet~~	~~35 feet~~	~~35 feet~~	~~25 feet~~
~~Maximum Structure Height (Coastal Zone)~~	~~25 feet~~	~~25 feet~~	~~25 feet~~	~~25 feet~~	~~25 feet~~
~~Maximum Lot Coverage Ratio~~	~~N/A~~	~~0.30~~	~~0.30~~	~~0.40~~	~~N/A~~
~~Minimum Open Space Ratio~~	~~N/A~~	~~0.40~~	~~N/A~~	~~N/A~~	~~N/A~~
~~Minimum Lot Size~~	~~7,000 s.f.~~	~~4,500 s.f.~~	~~N/A~~	~~N/A~~	~~2,500 s.f.~~

Notes:

1. Use Categories: R-SF– Single-Family Residential; R-P – Planned Residential; R-MD – Medium-Density Residential; R-HD – High-Density Residential; R-MHP – Mobile Home Park.
2. X indicates use is allowed in the use category; - indicates use not allowed.
3. General Note: Some uses requiring approval of a conditional use permit are set forth in text policies, and others are specified in the zoning code.
4. Allowable exceptions to the FAR and other standards are set forth as incentives or concessions in the Housing Element for certain affordable housing opportunity sites.
5. N/A = Not applicable.

The changes to Policy CE 10.3 are intended to provide for the same or higher level of protection against flooding and protection of water quality while allowing for greater engineering flexibility in the design of stormwater detention facilities given the project's location within its watershed and physical conditions as follows:

CE 10.3 **Incorporation of Best Management Practices for Stormwater Management [GP/CP]:** New development shall be designed to minimize impacts to water quality from increased runoff volumes and discharges of pollutants from non-point sources consistent with the requirements and standards of the Central Coast Regional Water Quality Control Board. ~~Post-development peak stormwater runoff discharge rates shall not exceed the estimated predevelopment rate. Dry weather runoff from new development shall not exceed the predevelopment baseline flow rate to receiving surface water bodies.~~ Post construction structural BMPs shall be designed to treat, infiltrate, or filter ~~the amount of~~ stormwater runoff ~~produced by all storms~~ in accordance with the City's adopted Stormwater Management Program. ~~Up to and including the 85th percentile, 24-hour storm event for volume-based BMPs and/or the 85th percentile, 1-hour~~

~~storm event (with an appropriate safety factor) for flow-based BMPs.~~
Examples of BMPs include the following:

a. Retention and detention basins;
b. Vegetated swales;
c. Infiltration galleries or injection wells;
d. Use of permeable paving materials;
e. Mechanical devices such as oil-water separators and filters;
f. Revegetation of graded or disturbed areas.
g. Other measures that are promoted by the Central Coast Regional Water Quality Control Board and those described in the BMP report of the Bay Area Association of Stormwater Management Agencies.

Vesting Tentative Tract Map

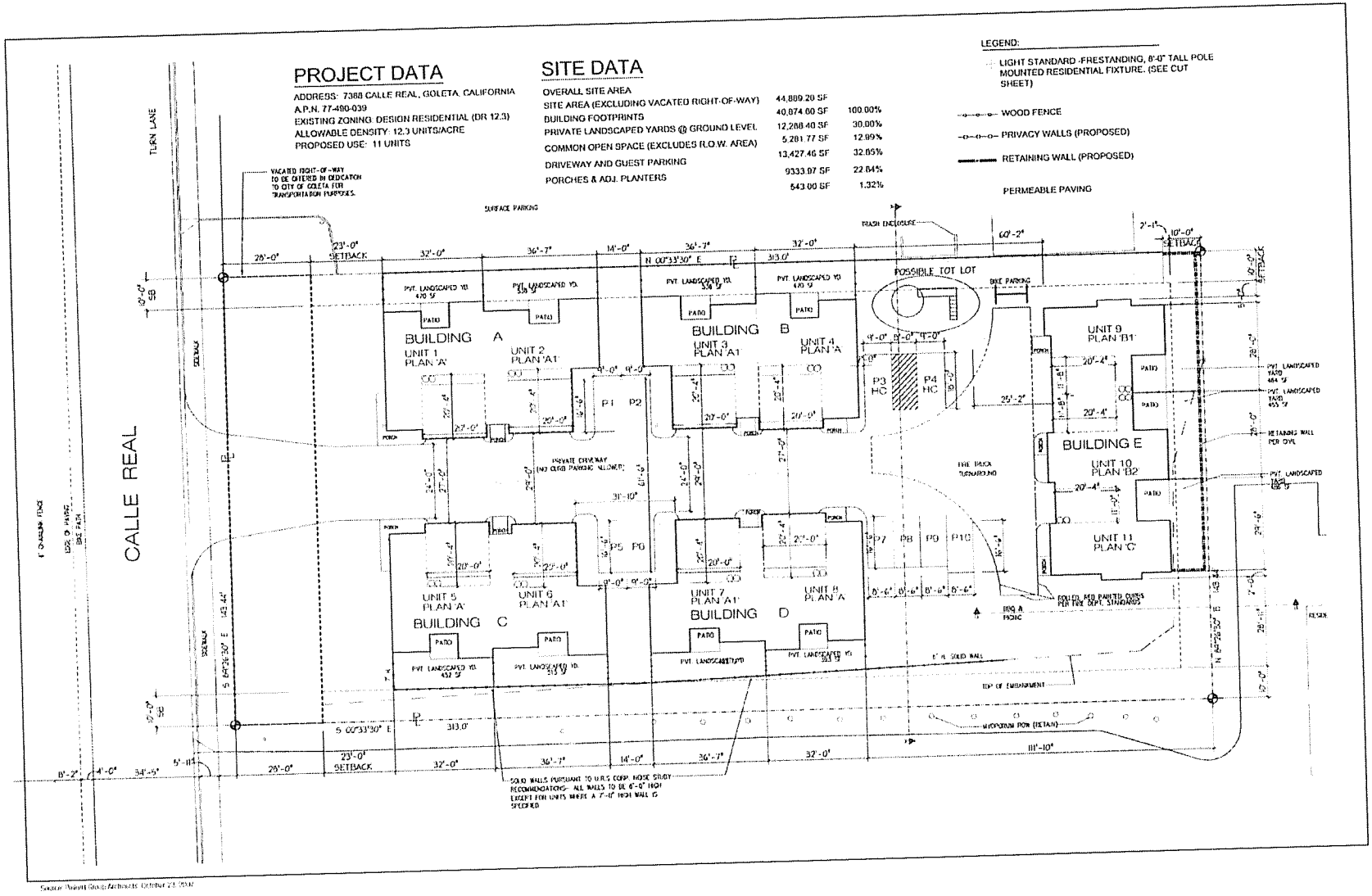
Per proposed Tentative Tract Map 32,027, (04-226-TM), the project would include a one lot subdivision of the 0.94-acre property for airspace condominium purposes to provide for 11 residential units, associated infrastructure, and common open space.

Final Development Plan

Per the proposed Final Development Plan No. 04-226-DP, the project would include the construction of 11 residential condominiums comprised of five (5) two-story buildings (Buildings A, B, C, D & E) situated around a central drive aisle. There would be eight units on the sides of the central driveway (four on each side) and three units at the rear of the property. Three (3) residential unit types are proposed within the five buildings. Four (4) of the buildings, labeled A through D, would each contain two (2) three-bedroom attached units: one 2,138 square-foot unit and one 2,385 square-foot unit. Each of these units would also have a 428 square foot two-car garage. Building E would contain two (2) three-bedroom 1,510 square-foot units, and one (1) two-bedroom 1,933 square-foot unit. Each of these three units would also have a 240 square-foot one-car garage. The total development would be 27,189 gross square feet. The total building footprint would encompass approximately 12,288 square feet (30% of the site). In addition, the project would include an offer to dedicate a 28-foot wide by 143.44-foot area right of way along the Calle Real frontage. The project Site Plan depicting the layout of the proposed development is provided in **Figure 2**.

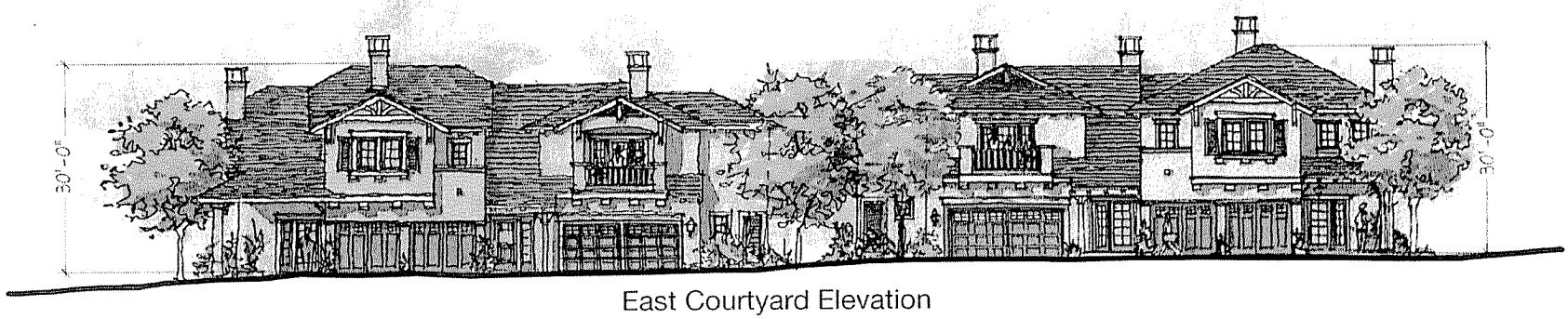
Project Elevations showing the structural design are provided in **Figures 3 and 4**. Figure 3 illustrates the design elevations from the courtyard facing east, noted the "East Courtyard Elevation", the design elevations from the exterior east elevations looking west, noted the "East Elevation", and the south design elevation from Calle Real looking north toward the project, noted the "South Elevation - Calle Real." The maximum height of the buildings would reach 30 feet. The east-facing courtyard elevation shows the architectural detail of the fronts of Buildings A & B, which face toward the interior of the

project. The east-facing elevation of the project, showing the typical rear, back-yard sides of the buildings (in this case of Buildings C & D), would face the adjacent multi-family residential development. Figure 4 illustrates a closer view of the south facing elevations for Buildings A and C. The orientation of the project in relation to the



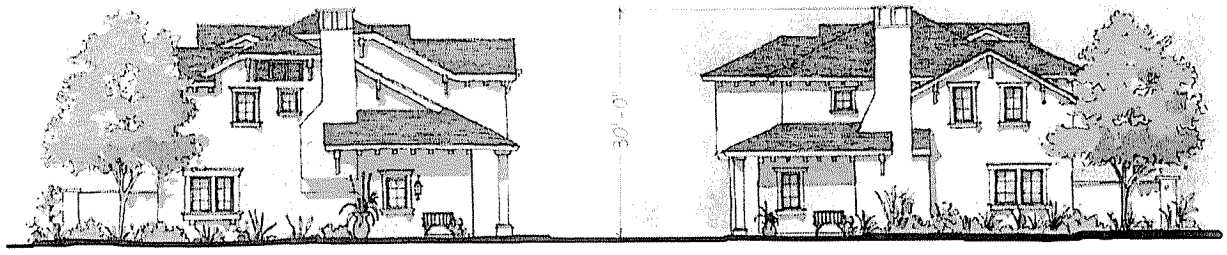
Source: Penfield Group Architects, October 21, 2010

Site Plan



East Courtyard Elevation

East Elevation



South Elevation – Calle Real

Source: Peikert Group Architects, October 23, 2007

Elevations – East and South

South Elevation – Building A

South Elevation – Building C

Source: Peikert Group Architects, October 23, 2007

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Building A & C Elevations

FIGURE 4

residential properties located north and east of the project are provided in the cross-section illustrations shown in **Figure 5**. Section A-A, looking from the south to the north, depicts the view of proposed Building E and the adjacent multi-family residential building to the east. Section B-B, looking from the east to the west, depicts the view of Building E in relation to the adjacent residential unit to the north.

The architectural style is described as California Craftsman vernacular including hip roofs with exposed rafter tails, wooden brackets and gable pediment decoration, shutter and other decorative window treatments and built-up columns with cement plaster finishes. All units would have private outdoor areas ranging in size from 393 to 536 square feet. Figures 3 and 4 are representative architectural elevations with mature landscaping.

Common open space would total approximately 13,427 square feet (32.85% of the site) exclusive of the right-of-way area to be dedicated to the City of Goleta for transportation purposes, and includes a tot-lot playground and barbecue picnic area.

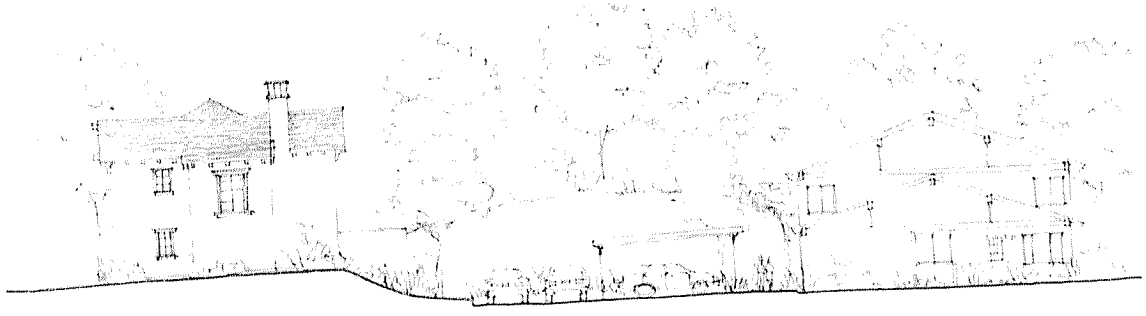
Access and Parking

A single driveway access to and from the condominiums would be provided from Calle Real. A 24-foot wide drive aisle would terminate in a hammerhead turnaround for emergency vehicles in front of Building E. Parking would include 19 garage parking spaces and 10 uncovered spaces for a total of 29 parking spaces. The driveway and guest parking would encompass and area of approximately 9,334 square feet (22.8% of the site). Parking spaces are depicted in Figure 2.

Grading and Drainage

The site would require approximately 800 cubic yards of cut and 200 cubic yards of fill, including 600 cubic yards of export. An 8' high retaining wall topped with a 3' high chain link fence would be constructed along the northern property boundary northeast of Building E and transition to a maximum 8'8" high retaining wall along the remaining portion of the northern property boundary the length of Building E. This wall would extend along the western property boundary approximately 15' south from the northern property boundary. A 2'-wide bioswale with a 5'6" high wall would be installed within the private outdoor areas from the northern property boundary south along the western property boundary to Building A. A 6' to 7' high solid wall would be constructed along the rear yards of Buildings C and D and extend along the eastern edge of the BBQ and picnic area. A bioswale would also extend from the northern property boundary to Building D along the eastern portion of the BBQ and picnic area. The Preliminary Grading and Drainage Plan is provided in **Figure 6**.

Building E Front Elevation – Section A-A



Building E Right Side Elevation – Section B-B

Source: Peikert Group Architects, October 23, 2007

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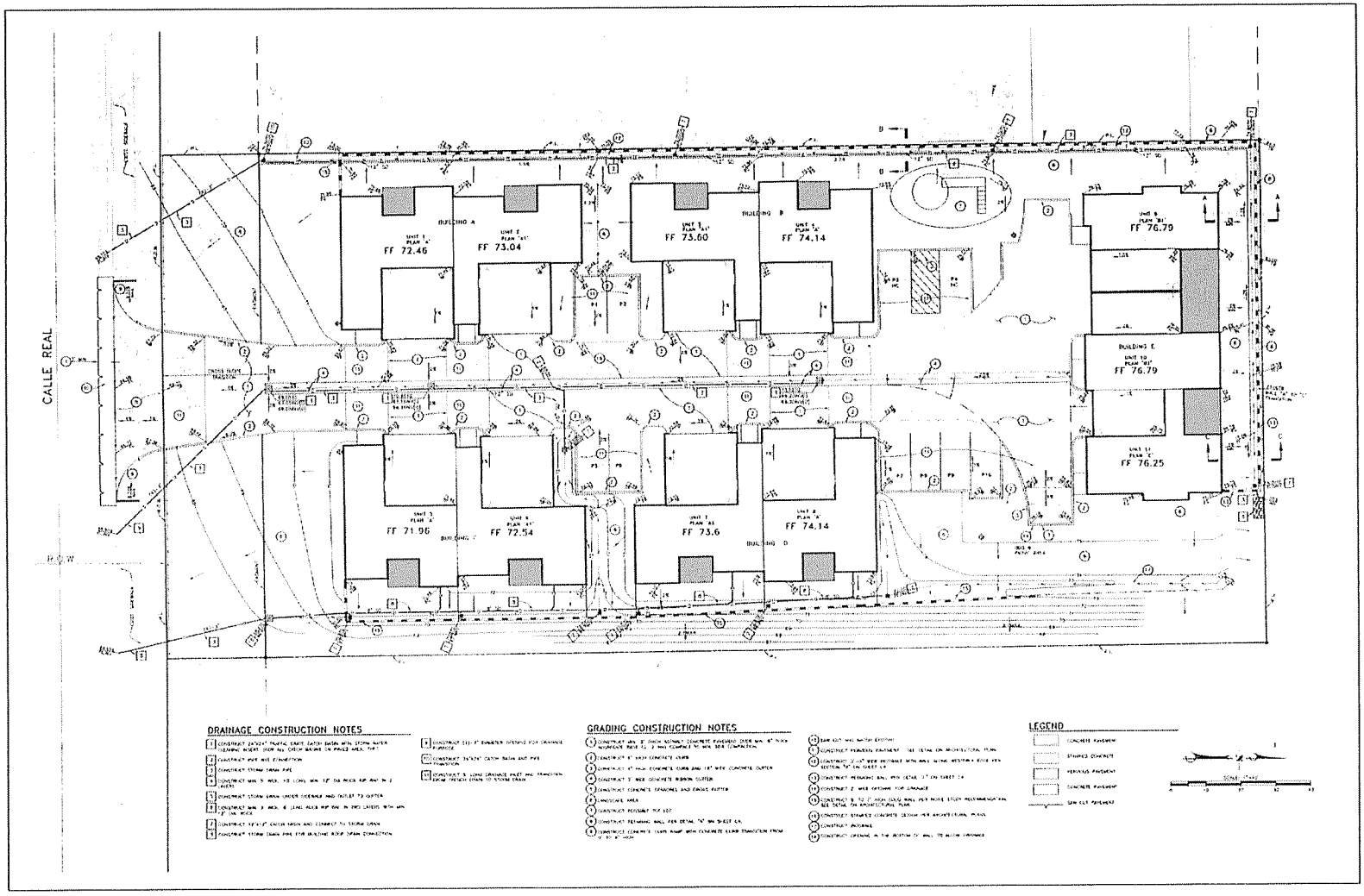
Building E Elevations & Site Sections



Source: Pasket Grage Architects, October 23, 2007

Landscaping

A landscape plan for the site depicts a mixture of native, drought tolerant plants and trees including toyon and oak. Project perimeter and internal landscaping is proposed to screen and soften views of the buildings on-site. Landscaping would occur within the common open space areas as well as the private yards. Private landscaped yards would cover approximately 5,282 square feet of the site (12.99%). A preliminary Landscape Plan is provided in **Figure 7**.

Modifications Requested

The proposal includes requests for modifications to certain standards of the Article III, Inland Zoning Ordinance, as follows:

- A modification for each building from the required front yard setback to allow no setback from the edge of the drive rather than the 20 feet required (Section 35-222.8.1).
- A modification for zero lot line on all attached units, rather than the 10 feet required. (Section 35-222.8.2).
- A modification from the required parking area setbacks to allow no setback from the edge of the drive rather than the 15 feet required (Section 35-222.12.1).
- A modification from the required open space to allow 32.85% rather than the 40% required. (Section 35-222.13.1).
- A modification for Buildings A, B, and E from the required landscaping to allow no landscaping along portions of the northern and western property boundaries (exclusive of private yards), rather than the 10 feet required (Section 35-222.13.4).
- A modification from the required number of parking spaces to allow 29 spaces rather than the 30 spaces required (Section 35-256.2(b)(c)(d)).
- A modification from the required parking design to allow vehicles to encroach into the private street when backing out. (Section 35-262.3(d)).

Application of State Density Bonus Law

The proposed project includes a request for application of State Density Bonus Law (Government Code §65915 *et. seq)* relative to the granting of incentives for the provision of two affordable units. Specifically, the proposal includes a request for granting of the modifications listed above related to open space and landscaping requirements per City Code §35-292(f).4(1), Density Bonus for Affordable Housing

Projects, Development Incentives[1]. The proposal also includes a request for a modification to the number of parking spaces required pursuant to Government Code §65915(p)(1)(b) which requires two parking spaces for each 2 and 3-bedroom units.

Road Naming

The internal private drive would be named Citrus Village Court.

7. APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES:

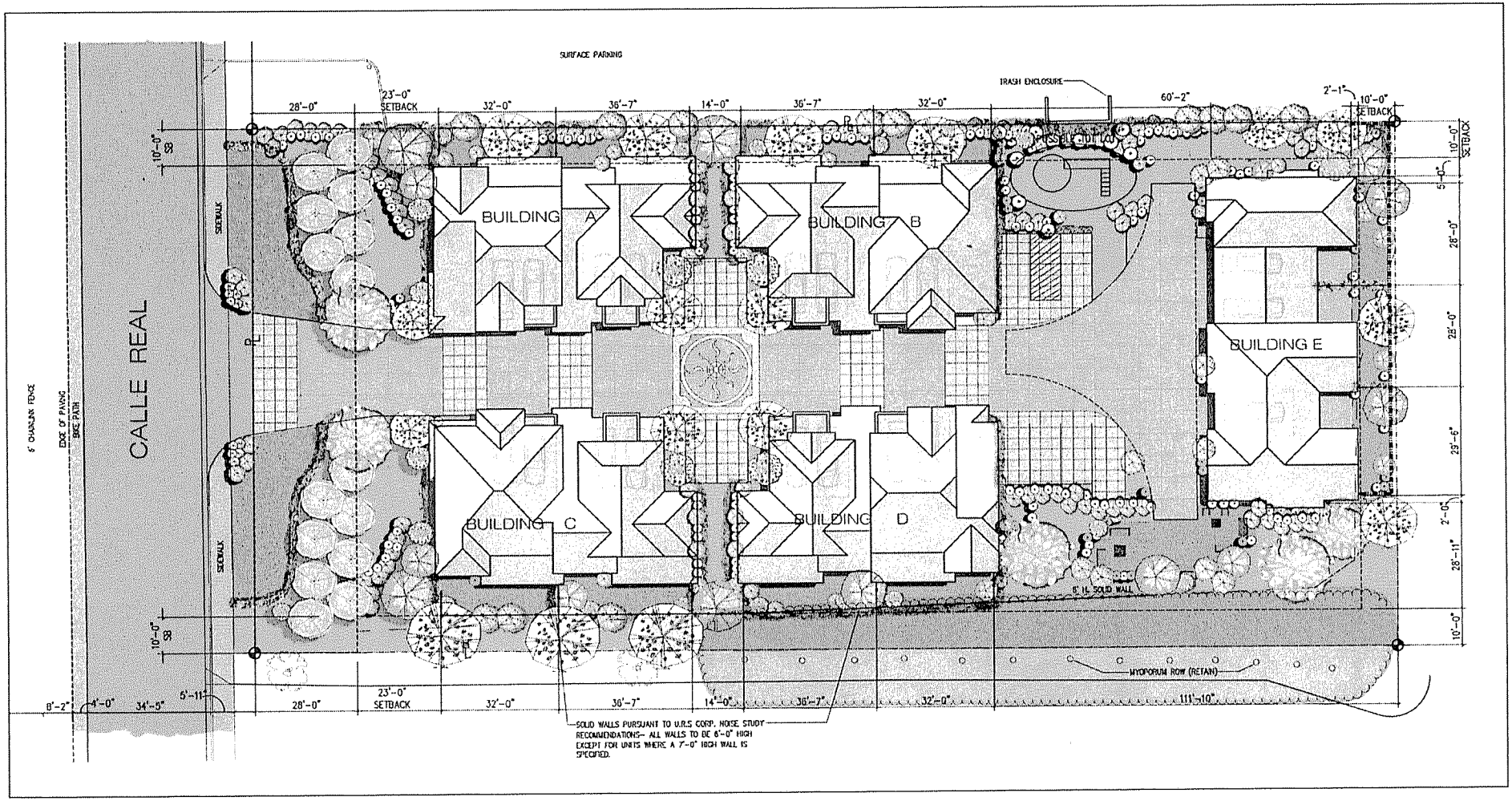
None

8. SITE INFORMATION:

Table 1
Site Information

Existing General Plan Land Use Designation	Planned Residential
Zoning Ordinance, Zone District	DR-12 (Design Residential, Maximum of 12 Units Per Acre)
Site Size	0.94 acres
Present Use and Development	Vacant
Surrounding Existing Uses	North: Multi-Family Residential / Single-Family Residential South: Transportation Facilities (Calle Real, US 101) East: Multi-Family Residential West: Shopping Center / Offices (Padre Shopping Center)
Access	Existing: Calle Real Proposed: Driveway access to Calle Real
Utilities & Public Services	Water Supply: The Goleta Water District Sewage: Goleta West Sanitary District Power: Southern California Edison Natural Gas: Southern California Gas Company Fire: Santa Barbara County Fire Department School Districts: Goleta Unified School District

[1] A reduction in site development standards or a modification of zoning requirements, including but not limited to a reduction of the minimum open space requirement to 30%, allowing zero side yard setbacks throughout the development, building height, distance between buildings, setbacks, parking, building coverage, screening, or a reduction in architectural design requirements which exceed minimum building code standards.



Source: Envicom Group Architects, October 23, 2007

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Landscape Plan

FIGURE 7

9. ENVIRONMENTAL SETTING:

The Citrus Village project site is a 0.94-acre vacant property within an urbanized, predominantly residential area of the City. The site is bound on three sides by urban development, which includes attached condominiums to the north and east and a neighborhood commercial center (convenience retail, gas station, restaurants) to the west. South of the site are Calle Real and transportation corridors of the U.S. Highway 101 and the Union Pacific Railroad.

The site is sparsely vegetated with predominantly ruderal grasses and dirt trails. The west boundary of the site, near the 7-Eleven store, is somewhat littered with trash and miscellaneous debris. The property slopes from west to east. According to records, the property has remained undeveloped and was used in the 1950s for agricultural production before being filled with soil from development of the surrounding neighborhood in the 1960s. The Brookside condominium complex is situated below the project site to the north and east. A sloping embankment to the north and east with a row of Myoporum trees defines the property boundary on those sides. The front of the site contains a curb and gutter and does not currently contain driveway access. The frontage contains a right of way for Calle Real and a sidewalk that stretches the length of the frontage.

Pursuant to the California Environmental Quality Act (CEQA), the project must be evaluated to determine and disclose environmental impacts that could be expected as a result of the proposed project. This Final Mitigated Negative Declaration is intended to disclose potential environmental impacts of the project.

10. ENVIRONMENTAL FACTORS CONSIDERED:

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

- ☑ Aesthetics
- ☐ Agricultural Resources
- ☑ Air Quality
- ☑ Biological Resources
- ☑ Cultural Resources
- ☑ Geology/Soils
- ☑ Hazards and Hazardous Materials
- ☑ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☑ Noise
- ☐ Population/Housing

☐ Public Services
☐ Recreation
☑ Transportation/Traffic
☑ Utilities/Service Systems
☐ Mandatory Findings of Significance

11. DETERMINATION:

On the basis of this environmental checklist/initial study:

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

☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental document, including revisions or mitigation measures that are imposed upon the proposed project and that a subsequent document containing updated and/or site specific information should be prepared pursuant to CEQA Sections 15162/15163/15164.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier environmental impact report or mitigated negative declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier environmental document, including revisions or

mitigation measures that are imposed upon the proposed project, nothing further is required.

Patricia S. Miller — 14 August 2008

Patricia S. Miller, Manager, Current Planning Division — Date

12. EVALUATION OF ENVIRONMENTAL IMPACTS:

(a) All answers must take into account the whole action involved, including project specific, cumulative, construction, operational, onsite, offsite, direct, and indirect impacts. The explanation of each issue should identify the existing setting, any applicable threshold of significance, impacts, mitigation measures, and residual impact statement.

(b) A brief explanation is required for all answers except "No Impact". The discussion must be supported by appropriate information sources. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to requests such as the proposed project.

(c) The checklist answers must indicate whether the impact is: Potentially Significant, Less than Significant with Mitigation Incorporated, Less than Significant, or No Impact.

(d) A "Potentially Significant" response is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant" entries when the determination is made, then an EIR is required.

(e) A "Less than Significant with Mitigation Incorporated" response is appropriate where such incorporation of mitigation would reduce a potentially significant impact to a less than significant level. If there are one or more "Less than Significant with Mitigation Incorporated" entries when the determination is made, then a Mitigated Negative Declaration may be prepared.

(f) Supporting Information Sources: References and sources should be attached, including but not limited to, reference documents, special studies, other environmental documents, and/or individuals contacted.

13. ISSUE AREAS:

AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect on a scenic vista?			✓		
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓		
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		✓			
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓			

Existing Setting

Terrain of the Project Site and Vicinity

As shown by the Dos Pueblos, California U.S.G.S. 7.5 minute topographic map quadrangle, the historical terrain surfaces in the project site's immediate vicinity descend in elevation in even gradients east-southeasterly across the site from a broad local hill summit (elevation 110 feet as measured on Calle Real) to El Encanto Creek (elevation approximately 50 feet). El Encanto Creek (a locally applied stream course name) flows from the Santa Ynez Mountains northwest of the site southeasterly, passing via culverts, under Calle Real, the U.S. Highway 101, and the Union Pacific RR tracks east of the project site. The creek is an intermittent blue line stream course that contributes seasonal flows to Devereux Slough to the south. Devereux Slough is identified by the City of Goleta as a scenic area, the views of which are deemed worthy of protection. The slough is located 6,000 feet south of the site. Existing terrain features, development/landscaping, and particularly the raised, engineered roadbeds of the U.S. Highway 101 and Union Pacific RR tracks combine in the intervening distance to eliminate views from the project site vicinity of Devereux Slough and nearby coastal features.

Residential and commercial development along Calle Real to the north, east, west, and around the vicinity of the Calle Real/Elwood Station Road intersection has been

accomodated on graded/leveled lot pads which ascend in tiered elevations to the west and north of the project site. The former natural terrain slopes along El Encanto Creek located north and west of the site, and, apparently the surface of the site as well, have been altered by grading such that only vestiges of natural terrain surfaces, stream courses and/or riparian vegetation remain. The terrain surface along the eastern side of the project site is marked by an abrupt change in slope that increases gradually in height to the north, such that the northeast corner of the site has a raised terrace appearance relative to the property located to the north and east. At its northeast corner the project site's terrace level elevation is approximately 75 feet and at the immediately adjacent toe-of-slope it is 66.84 feet. Natural landscape features are not present. The only remaining elements of such natural landscape features are present in a 9.4 acre undeveloped parcel that lies 200 feet east of the project along the north side of Calle Real. According to Figure 6-1 of the City's General Plan, the closest scenic view to the project site that is to be protected occurs from the U.S. Highway 101 / Calle Real / Railroad ROW north in the vicinity of the project site. However, this view does not include the project site.

General Site Visibility

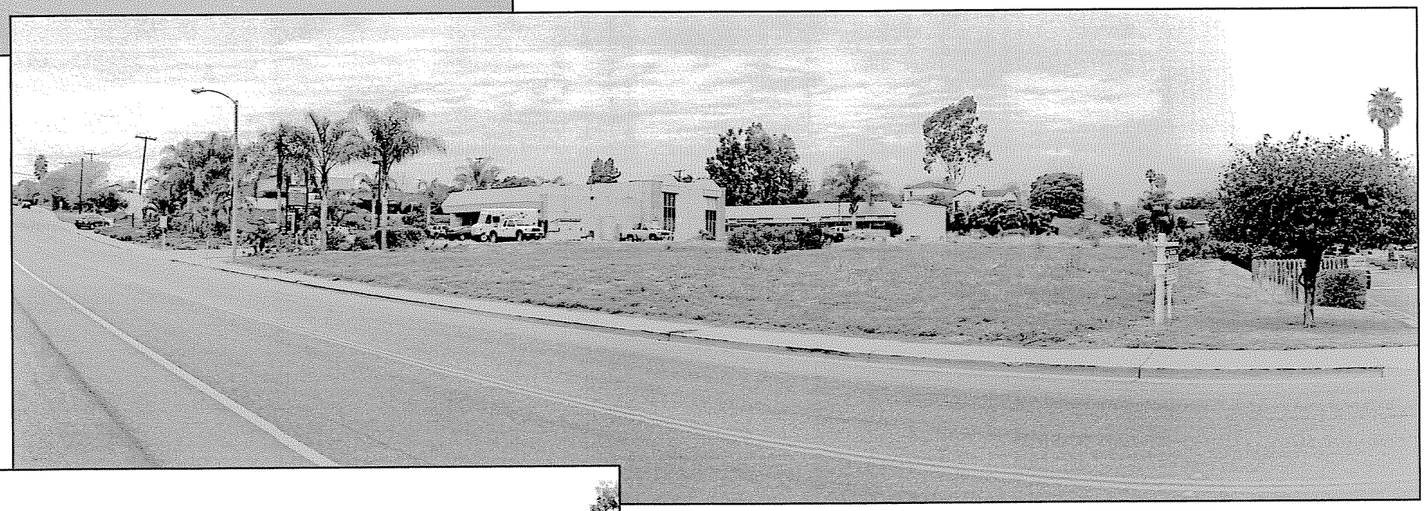
As the site is bound on three sides (west, north and east) by existing development on the adjacent properties, public visibility of the site is effectively limited to foreground views from Calle Real, and from the U.S. Highway 101 and Union Pacific Railroad in intermittent northerly views that are variously screened through roadside plantings of shrubs and trees that define the fenced northern boundary of the Caltrans ROW for the U.S. Highway 101.

Site Views from Calle Real

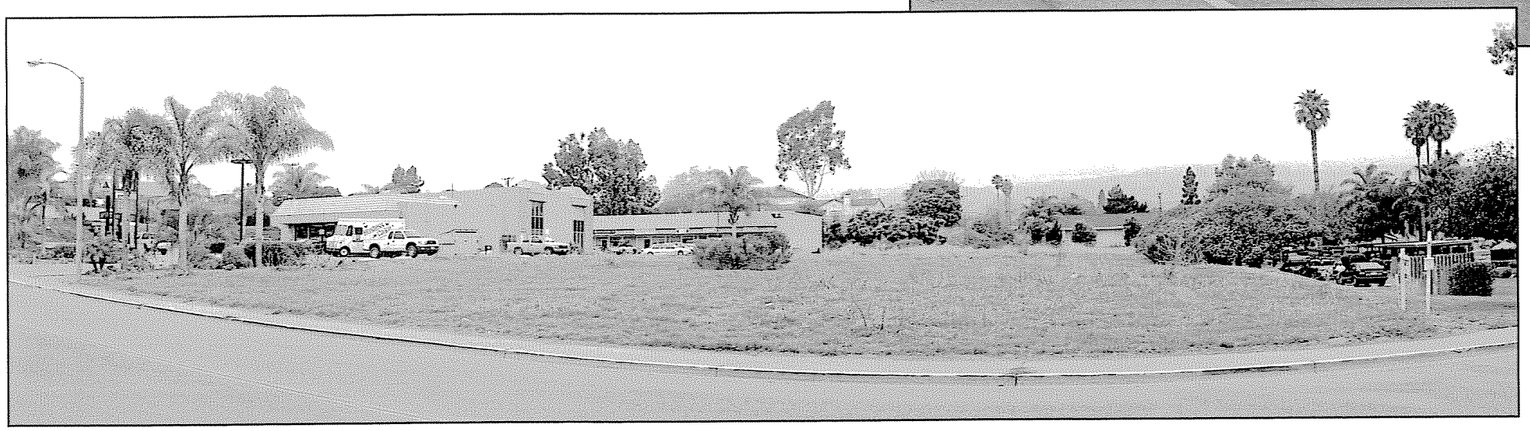
Of the transportation features that bypass the southern side of the site, Calle Real most closely reflects the original "lay of the land". The roadway climbs 55-60 feet in elevation as it passes by the frontage of the site from a low point near the culvert crossing of El Encanto Creek (approximately 250 feet east of the project site) and ascends the hill west of the Elwood Station Road intersection and the corner of the adjacent Padre Shopping Center. The Calle Real street frontage closely matches the frontage elevations of the property. The street gains approximately three feet of elevation as it bypasses the frontage of the project site (from 66.4 feet at the site's southeast corner to 69.4 feet at the southwest corner). As illustrated by existing condition photographic views of the project shown in **Figure A-1 Views A & B**, views of the Santa Ynez Mountains are typically blocked by development on the raised terrain situated west and northwest of the project site for motorists traveling west along Calle Real. In views oriented directly north from the front of the project site along Calle Real, portions of the Santa Ynez Mountain skyline are visible. Structures and taller eucalyptus and palm trees break up the mountain skyline view, however.

The project site has a frontage of 143.44 feet along Calle Real. At a speed of 45 miles per hour motorists would pass by the site in approximately 2.2 seconds in either easterly or westerly directions. Further, such views of the mountain skyline northerly across the project site that may be possible from moving vehicles would have to be oriented at angles that are peripheral to the directions of travel.

View A – The westerly view shown is taken from a point on Calle Real that is approximately 200 feet east of the southeastern corner of the project site. One of the multi-family structures located adjacent to the eastern side of the site is seen at the right. The Citgo gas station in the Padre Shopping Center can also be seen beyond the project site's frontage. Caltrans landscaping can be seen along the fence at the left. The Santa Ynez Mountains are not visible in the view.



View B – The northwesterly view shown is taken from Calle Real opposite the southeastern corner of the project site. The small skyline portion of the Santa Ynez Mountains can be seen at the right at a distance of 5.3 miles. The structure that abuts the rear of the 7-Eleven convenience store is two stories in height. Residential buildings of similar height would be located approximately ten feet forward of the low shrubs in the center front of the project site. They would briefly block views of the Santa Ynez Mountains for persons passing by the project site at Calle Real street level.



View C – The view shown is oriented north, a viewing angle that would be essentially perpendicular to the directions of travel for motorists driving past the front of the project site. The crest of the Santa Ynez Mountains that can be seen is 5.3 miles distant. The set back line for the side ends for the two closest proposed two-story residential structures (Buildings A and C) would pass left to right approximately ten feet in front of the low shrubs growing in the front central portion of the vacant site. The buildings would be of sufficient height to briefly block the distant skyline views of the Santa Ynez Mountains for motorists and other passersby.

Views of the Project Site from Calle Real

Site Visibility from the U.S. Highway 101

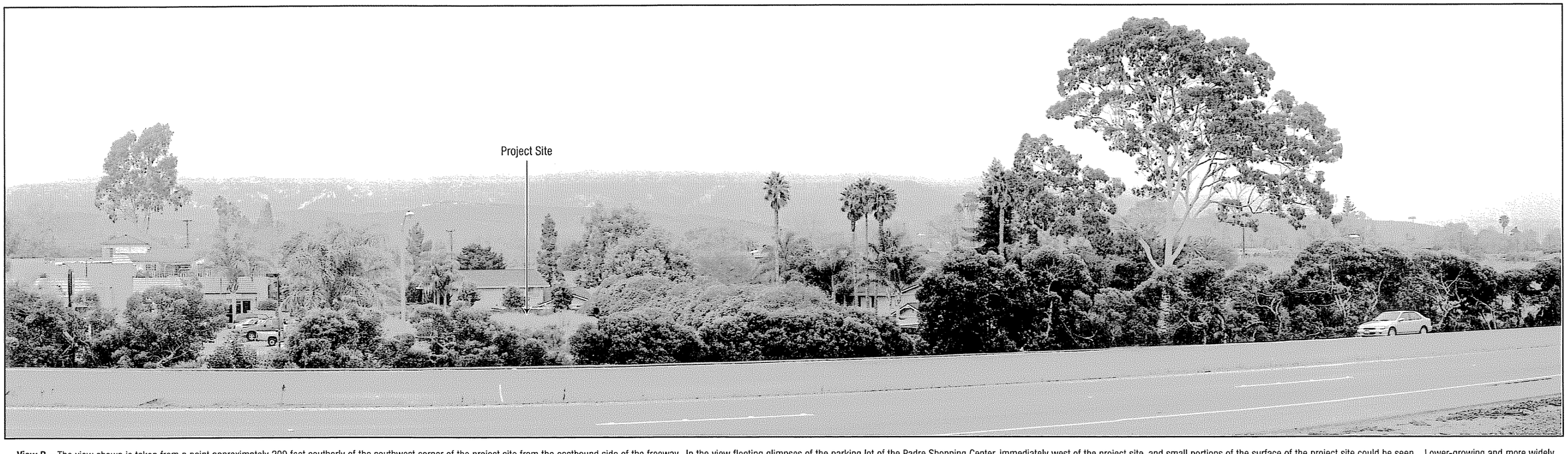
As it extends through the City, the U.S. Highway 101 is identified as an "eligible Scenic Highway-Not Officially Designated" by the State Scenic Highway System. However, for purposes of this analysis it is considered a local scenic corridor as described in the City's General Plan. For much of the length of the U.S. Highway 101 corridor, including locations immediately south of the project site, scenic view opportunities from the freeway, as identified by the City of Goleta are ones directed northerly toward the prominently higher elevations of the Santa Ynez Mountains and foothills. Due to the level nature of the coastal plain area traversed east and west by the freeway, the presence of development, mature landscaping, and also slight roadside cut slopes or rises in terrain long the freeway, scenic view opportunities are intermittently restricted. It is typically only from freeway overpasses at intervals along the freeway that more encompassing public views are possible. The Glen Annie/Storke Road overpass is a raised location from which public views of scenic proportions are possible in all directions and not just of those oriented toward the mountains. The overpass is located 4,000 feet east of the project site and does not offer westerly views in which the project site is visible.

To accommodate the freeway's needs for safe, higher-speed travel its roadbed gradients are smoothed gradually over greater distances than is the case along Calle Real, for example. By comparison, as the freeway approaches the crest of the broad ridge/hill summit west of Elwood Station Road (150 feet west of the project site) the freeway's roadbed elevations are typically ten feet higher than the frontage elevations of Calle Real adjacent to the project site (approximate elevation 76-80 feet). The City has identified a location along the U.S. Highway 101 southeast of the project site as having northerly scenic views of the Santa Ynez mountains that it desires to protect (map of *Scenic and Visual Resources*, Figure 6.1, City of Goleta General Plan, October 2006).

Northerly-oriented photographic panoramas that overlook the freeway from south of the project site, and immediately west of the City-identified northerly scenic viewpoint location, illustrate that views are variously screened by mature roadside shrubs and trees planted within the Caltrans ROW (**Figures A-2** and **A-3**). From westbound lanes of the freeway the closer proximity of moving vehicles to the Caltrans landscaping tends to coalesce shrubs and trees into a more effective continuous visual barrier that largely blocks views that could otherwise overlook the project site from the elevated freeway (Figure A-2 View A).

When eastbound, motorists are farther removed from the Caltrans landscaping planted along the northern side of the freeway and gaps between shrubs and trees and low points are more conspicuous with the result the landscaping may make for a less continuous and effective visual screen. The increased distance from the landscaping allows eastbound motorists more favorable viewing angles over and between lower-growing shrubs. Short gaps between shrubs also allow very fleeting glimpses of limited

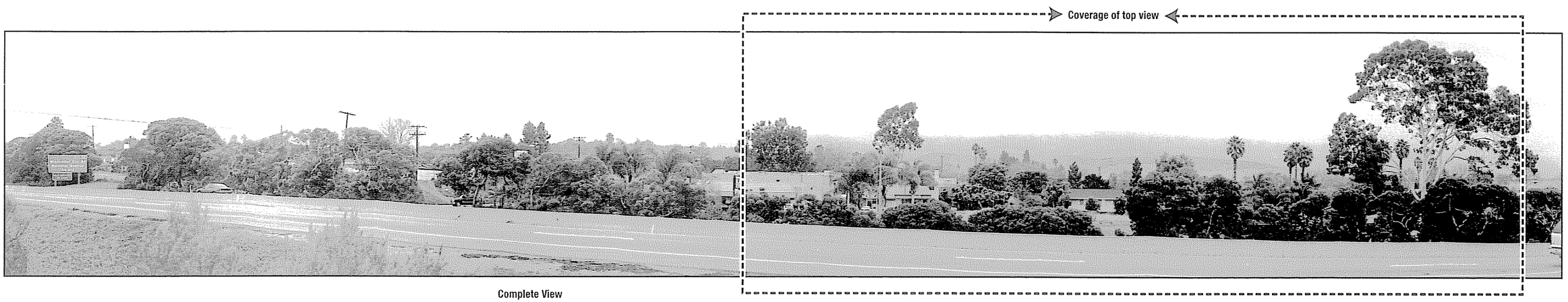
View A – The view shown, although taken from the south side of the 101 Freeway from a location 375 feet southeast of the project site, clearly illustrates the view screening and blocking effects of the landscaping planted within the Caltrans ROW along the north side of the freeway. In views from the westbound lanes the roadside landscaping would coalesce to form a denser visual screen to northerly views. The project site would scarcely be visible from speeding vehicles. In this location views of the mountains would also be effectively screened and blocked by the Caltrans landscaping.



View B – The view shown is taken from a point approximately 200 feet southerly of the southwest corner of the project site from the eastbound side of the freeway. In the view fleeting glimpses of the parking lot of the Padre Shopping Center, immediately west of the project site, and small portions of the surface of the project site could be seen. Lower-growing and more widely spaced shrubs allow slightly more expansive northerly views across the project site. The view shown is nearly at a right angle to the direction of view and would not dominate a motorist's forward directed view. At typical 65 miles-per-hour freeway speeds the project site would be passed in 1.5 seconds.

Views of the Project Site from the 101 Freeway

Detail View – The photographic panorama depicted is one that could be seen from Union Pacific passenger trains. The view is from the easterly approach to the Elwood Station area where track elevations climb from 85 to 95 feet elevations. Typical passenger views would be from view heights 4-5 feet higher than the one depicted. If it were not for the overcast skies the limited skyline view of the Santa Ynez Mountains seen to the left would span the width of the panorama. The residential buildings on the project site would have heights similar to those of existing adjacent structures and therefore not block or interfere with views of the mountains.



Complete View

Views of the Project Site from Union Pacific Passenger Trains

FIGURE A-3

portions of the rear of the project site and parking lot of the adjacent Padre Shopping Center (Figure A-2 View B). At a speed of 65 miles per hour the frontage of the project site would be by-passed on the freeway in 1.5 seconds.

Site Visibility from Union Pacific Passenger Trains

Just as the U.S. Highway 101 has roadbed elevations that are higher than those of the project site and its frontage viewing locations along Calle Real, the Union Pacific RR tracks maintain an easier gradient at a higher elevation south of the project site than does the freeway. The railroad track elevations passing through the Elwood Station area south of the project site range from 85-95 feet. Northerly views overlooking the project site from the Union Pacific ROW are similar to eastbound views seen from the freeway, but from slightly higher elevations (Figure A-3).

Existing Light and Glare Conditions

The site is vacant and does not contain point sources of light that would contribute to local prevailing levels of ambient light and glare.

Thresholds of Significance

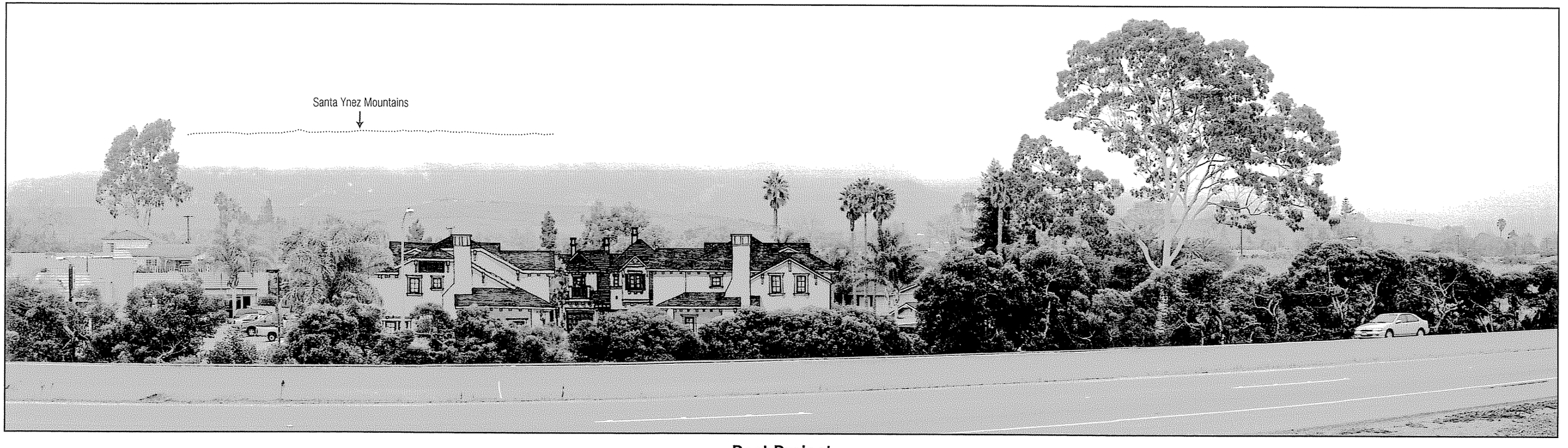
A significant aesthetic impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, the City's *Environmental Thresholds & Guidelines Manual* instructs the project evaluator to assess visual/aesthetic impacts through a two step process. First, the visual resources of the project site must be evaluated including the physical attributes of the site, its visual uniqueness, and its relative visibility from public viewing areas. Of particular concern are visibility from coastal and mountain areas, as well as its visibility from the urban fringe and travel corridors. Secondly, the potential impact of the project on visual resources located onsite and on views in the project vicinity which may be partially or wholly obstructed must be determined. This step includes an evaluation of the project's consistency with City and State policies on the protection of visual resources.

Project Specific Impacts

Scenic Vistas

A rendering of how the project may look from U.S. Highway 101 looking directly north is provided in **Figure A-4**. From foreground viewing locations that are situated closest to the site there may be a greater likelihood that project features would intrude into the lines-of-sight of viewers and interfere with or block the visibility of more distant scenic mountains. With increasing distance and change in elevation of the public viewpoints from the project site the potential for project site features to interfere with more distant scenic views diminishes.

Existing Conditions



Post Project

CITRUS VILLAGE

ENVICOM CORPORATION

Proposed Northerly View from Freeway

FIGURE A-4

The backdrop of the Santa Ynez Mountain skyline is visible for north and northeast views to motorists who may look across the site when traveling past it. While the new residential buildings would have a setback of approximately 64 feet from Calle Real, the southern elevations of the buildings closest to the street (Buildings A and C) would momentarily intrude into motorists' glimpses of portions of the Santa Ynez foothills. The loss of views of the foothills of the Santa Ynez Mountains from Calle Real would be of short duration. However, distant skyline views of the Santa Ynez Mountains would not be affected.

The City has identified the U.S. Highway 101 as a public route that has selected locations along it from which scenic views of the Santa Ynez Mountains are possible. One such location is situated immediately south of the undeveloped 10-acre property located 200 feet east of the project site. The buildings proposed closest to the Freeway (Buildings A & C) would be set back approximately 140 feet from the closest freeway westbound freeway lane and would not block potentially scenic views of the Santa Ynez mountain backdrop that may be possible from the U.S. Highway 101. Smaller foothills in the middle distance background may be momentarily blocked.

Union Pacific passenger trains passing through the area of the City's identified northerly scenic vista point on the U.S. Highway 101 would offer passengers equivalent, if not better, northerly scenic views of the Santa Ynez Mountains. The height of typical passenger train windows would add approximately 4-5 feet of elevation to the viewing height of the photographic panorama shown in Figure A-4. The addition of two-story structures on the project would not result in significant impacts to views from passenger trains.

Based on the above discussion of public viewing locations, impacts to scenic vistas would be less than significant.

Scenic Resources

Past development activities adjacent to and on the site appear to have smoothed and leveled the project site's surface so that it appears open and featureless and nearly devoid of natural vegetation. The site is lacking in discernable relief and contains neither identifiable drainage courses nor rock outcroppings. Further, the site has been disked at intervals for weed abatement, which has also contributed to the surface of the project site having a leveled appearance. The site photographs in Figure A-1 show the site to be covered primarily by low ruderal weedy vegetation and non-native grasses. Several coyote brushes, approaching six feet in height are present and can be seen toward the front center of the parcel. The site does not contain permanent or temporary man-made structures or landscaping possessive of positive aesthetic qualities that would be capable of commanding or holding visual interest in public views from surrounding locations. The residential development proposed for the project site would

not result in the creation of significant impacts upon the visual resources of the site. Although the site is located within view of the U.S. Highway 101 transportation corridor, impacts to visual resources within a state scenic highway are considered less than significant.

Visual Character/Quality

During the construction period the site would contain construction debris and potentially trash from the construction crews. There is a potential that trash and debris could be wind-blown off-site, carried off-site inadvertently with incoming and outgoing of construction equipment or create otherwise unsightly conditions. This impact is considered potentially significant (**Impact AES 1**).

For the long-term operation, the proposed project would add a planned residential project that represents an infill development of a vacant site and is located within an urbanized community. The existing site lacks either natural or man-made features that could be construed as conveying significant positive visual resource values to the site. As illustrated by the project's Site Plan, Landscaping Plan and by representative architectural elevations provided, the project would introduce buildings with visually distinctive architectural details and aesthetic design features that would be consistent with its surrounding character.

However, the project may result in aesthetic impacts related to its perceived scale relative to surrounding development. As noted above, the project site consists of a vacant lot with a 143.44-foot frontage along Calle Real that is situated between a developed commercial property (Padre Shopping Center) to the west and a planned residential development to the north and east. With the combination of sidewalk and parkway strip widths, a 28-foot right-of-way for potential future use by the City of Goleta, and an additional 20-foot setback, the side walls of Buildings A and C facing the street would be set back approximately 64 feet, as illustrated by the southern elevations of Buildings A and C (shown without taller building obscuring street-side landscaping in Figure 3). Building A would have a side yard setback of 10 feet from the commercial property and Building C would have an effectual 22-foot setback from the easterly boundary with the adjacent planned residential development. The internal driveway access to the interior of the proposed project site provides a 27-foot separation between Buildings A and C. As viewed from street level along Calle Real the combination of the side yard set backs and the 27-foot wide interior access driveway would account for approximately 40 percent of the frontage width of the lot. As illustrated in the southern architectural elevations facing Calle Real (Figures 3 and 4), the street-facing sides of the structures would include recessed porches, raised stucco window box details, and chimney details that would present architectural design features. The latter features would lessen the visual massing effect that sidewalls of plainly designed 2-story structures might otherwise convey.

Along its western boundary the surface of the lot is at grade with that of the paved parking lot of the shopping center that abuts the site. The two-story residential structures, with sidewall roof-eave heights of approximately 18.5 feet and maximum 30-foot high peak of the sloping roofs elements (located centrally to the building footprints), would not appear to overwhelm the two-story rectangular-profiled commercial building on the shopping center's property. The gas pump canopy of the Citgo gas station closest to Calle Real is set back approximately 45 feet from the curb and edge of pavement of the street, 15' closer than the proposed residential structures.

Within the planned residential development adjacent to the southeasterly side of the project, the two-story residential building closest to Calle Real is set back approximately 120 feet from the street, 60' farther than the proposed residential structures. The first street-facing unit consists of a single story design element. The building pads of this adjacent development are situated at a slightly lower elevation nearest the street which descends gradually toward the interior of the project toward the rear and northerly side of the project site. The surfaces of the project site were previously raised and leveled with imported fill. The site plan shows the front, southeast corner of Building C to have a finished pad elevation approximately 5.5 feet higher than that of the nearest adjacent residential structure that is situated closest to the street.

Project landscaping is an integral component of any development proposal to soften building masses, reinforce pedestrian scale, provide a transition between adjacent properties and provide screening along public streets. The project's Preliminary Landscaping Plan (Figure 7) proposes a plant list including large and medium canopy trees such as 24" boxed coast live oaks, jacarandas, and fruitless olives estimated to reach between 25-50 feet at maturity, as well as tall shrubs and large shrub massings including 5 gallon pittosporum, ceanothus, flannel bush, and bush anemone. The plan includes 15 Meyer lemon trees estimated to reach up to 12 feet at maturity and two large canopy trees estimated to reach between 30-50 feet at maturity within the open setback area between Calle Real and Buildings A and C. The plan indicates that the southeast property boundary near Building C would be landscaped with three medium flowering trees estimated to reach between 10-30 feet at maturity, two medium canopy trees estimated to reach 25-30 feet at maturity, and shrub massings to visually screen the front half of the building from the neighboring uses and in westbound views from Calle Real. Toward the rear of the easterly side yard of the project site an existing 195-foot long hedgerow (of tall Myoporum shrubs) would be left undisturbed.

Prior to assurances that specific elements of the project such as landscaping that is appropriately sized and located to sufficiently screen and soften the visual impact of the buildings fronting Calle Real, as well as HVAC equipment, and utility connections that are properly screened from view, the effect of the proposed project on neighborhood compatibility and the visual character of the surrounding area, including impacts to

views of the site as one travels westward along Calle Real, would be considered potentially significant. (**Impacts AES 2 and AES 3**).

Light and Glare

Potential point sources of light introduced by the project would come from the five residential structures within the development and from along its lighted internal street and walkways where freestanding 8' tall pole mounted fixtures are proposed. The illumination emanating from windows, porches, street and walkway lighting, and that associated with moving vehicles and in parking areas would be internal to the project and would be largely contained and confined to the site by the perimeter arrangement of the structures themselves and the location of proposed perimeter landscaping. If not properly shielded and directed, such light could expose neighboring development to unwanted night lighting and glare. Such night lighting and glare impacts would be considered potentially significant (**Impact AES 4**).

Cumulative Impacts

There are currently no other developments proposed in the vicinity of the project site. The proposed project would contribute to the overall changes in aesthetic resources of the City as it grows in accordance with the General Plan. Most planned new development would occur over vacant land with predominantly single and multi-family residences. These vacant lands and planned developments are considered extensions to existing residential and commercial areas. Policies of the General Plan to protect scenic resources and local design review would ensure visual character is maintained. The project's contribution to cumulative aesthetic impacts is considered less than significant.

Required Mitigation Measures

Construction-Period Trash (Impact AES 1)

AES 1-1 To prevent construction and/or employee trash from blowing offsite, covered receptacles shall be provided onsite prior to commencement of grading or construction activities. The applicant or designee shall retain a clean-up crew to ensure that trash and all excess construction debris is collected daily and placed in provided receptacles throughout construction.

Plan Requirements and Timing: The applicant shall designate and provide to the City of Goleta the name and phone number of a contact person(s) to monitor trash/waste and organize a clean-up crew prior to land use permit approval. Additional covered receptacles shall be provided as determined necessary by City of Goleta staff. This requirement shall be noted on all final plans. Trash control shall occur throughout all grading and construction activities and debris clearance shall occur prior to occupancy clearance.

Monitoring: The City of Goleta shall ensure receipt of the contact information prior to approval of a Land Use Permit and shall site inspect for compliance during grading and construction activities and prior to occupancy clearance.

Compatibility with Surrounding Development (Impact AES 2)

AES 2-1 The design, scale, and character of the overall project and subdivision improvements shall be found to be compatible with vicinity development, shall be integrated with neighboring properties, and shall be internally aesthetically compatible. The overall project and subdivision improvements review shall include, but shall not be limited to, the entry treatment at Calle Real, outdoor common areas (e.g. tot lot and barbeque areas), streetscapes, major landscape features, and other common decorative features. Final plans shall include, but not be limited to, the following criteria:

a. Street elevations of buildings and structures shall enhance the streetscape, shall be pedestrian friendly, and shall include building setbacks.

b. Architectural detailing shall be used to break up the box-like appearance and avoid blank wall planes.

c. Adequate variety and interest shall be provided along all sides of a building. Treatments may include, but not be limited to, modulation of walls, wainscot or cornice molding, texture and/or patterns in building materials, niches for planters, and decorative vents and grilles.

Plan Requirements and Timing: The applicant shall submit final tract improvement plans (tract map, grading plans, improvement plans, landscape plan, lighting plan, utility plan and any other required plan) for review and approval by the City of Goleta, including final approval from the Design Review Board, prior to recordation of the map. Plans for overall development shall be provided, including phasing/timing of installation of improvements.

Monitoring: The City of Goleta shall ensure final review prior to map recordation and shall site inspect for compliance in the field during grading and construction activities.

AES 2-2 The applicant shall prepare a detailed Final Landscape Plan for the entire property that identifies existing landscaping, proposed new landscaping (trees, shrubs, groundcovers by species), size of plant materials, and location of landscaping. In particular, vegetation indicated in the Final Landscape Plan shall be of sufficient height along the front and sides of Buildings A and C to screen the taller elements and edges of the proposed buildings as seen from Calle Real. Proposed trees shall be of sufficient size when planted, such that they will reach

mature height within five years of planting. Landscaping shall consist of drought-tolerant native and/or Mediterranean type species which provides adequate enhancement of the property and screening from surrounding areas. The use of invasive plants shall be prohibited. Landscaping shall be used to soften building masses, to reinforce pedestrian scale, and to provide screening along public street frontages and within parking areas.

Plan Requirements and Timing: The applicant shall submit a Final Landscape Plan for review and approval by the City of Goleta, including final approval from the Design Review Board, prior to map recordation.

Monitoring: The City of Goleta shall ensure final review prior to map recordation and shall site inspect for installation prior to issuance of the final occupancy permit.

AES 2-3 To ensure adequate installation and maintenance of the approved landscape plan, the applicant shall enter into an installation and maintenance agreement. Landscaping shall be maintained for the life of the project.

Plan Requirements and Timing: The applicant shall complete the landscape installation and maintenance agreements prior to land use permit approval. Performance securities for installation and maintenance (for at least a 3-year maintenance period) shall be reviewed and approved by City staff prior to land use permit approval.

Monitoring: The City of Goleta shall site inspect for installation prior to issuance of the final occupancy permit and shall site inspect periodically and at the end of the maintenance period prior to release of the performance security. Release of any performance security requires approval from the City of Goleta.

AES 2-4 The applicant shall submit a Maintenance Plan for maintenance in perpetuity of common landscaping, common open space areas, and/or any other common facilities. The Maintenance Plan shall identify responsibility for maintenance of any common elements. A copy of proposed CC&Rs shall be reviewed and approved by the City of Goleta prior to map recordation.

Plan Requirements and Timing: The applicant shall submit the Maintenance Plan and CC&Rs for review and approval by the City of Goleta prior to recordation of the map. CC&Rs shall be recorded prior to approval of the land use permit for structural development.

Monitoring: The City of Goleta shall inspect for compliance prior to occupancy clearance.

Design/Screening of Utility and Mechanical Equipment (Impact AES 3)

AES 3-1 A Mechanical Equipment Plan shall be submitted for review and approval by the City of Goleta, including final approval from the Design Review Board, prior to map recordation. The Mechanical Equipment Plan shall include a site plan and elevations for all mechanical equipment (including HVAC condensers, switch boxes, etc). All equipment shall be designed to be integrated into the structure and/or screened completely from view.

Plan Requirements and Timing: The Mechanical Equipment Plan shall be submitted to the City of Goleta, including the Design Review Board, for review and approval, prior to map recordation.

Monitoring: The City of Goleta shall site inspect prior to occupancy clearance.

AES 3-2 A Utility Plan shall be submitted for review and approval by the City of Goleta, including final approval from the Design Review Board, prior to map recordation. All utility service connections and aboveground mounted equipment (such as backflow prevention devices) shall be screened from view and painted in earthtone or other colors compatible with the surrounding area (red is prohibited). Screening may include a combination of landscaping, fencing, walls, or lattice. All gas and electrical meters shall be concealed and/or painted to match the surroundings. Utility transformers shall be placed in underground vaults unless proven to be technically infeasible. All transformers and vaults that must be located in the right-of-way shall be installed below grade unless otherwise approved by the City, and if not installed below grade, shall be screened from view.

Plan Requirements and Timing: The Utility Plan shall be submitted to the City of Goleta, including the Design Review Board, for review and approval, prior to map recordation.

Monitoring: The City of Goleta shall site inspect prior to occupancy clearance.

Light and Glare (Impact AES 4)

AES 4-1 Exterior night lighting installed on the project site shall be of low intensity, low glare design, and shall be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels. All upward directed exterior lighting shall be prohibited to protect night sky views of the stars. All exterior lighting fixtures shall be appropriate for the architectural style of proposed development. Pole supports shall be of a darker finish to reduce glare. Building wall-mounted and pedestrian walkway lighting fixtures shall be

placed at heights that would be sufficiently high to promote project safety, but low enough to limit unnecessary spill effects.

Plan Requirements and Timing: The applicant shall submit a Lighting Plan that incorporates these requirements and that includes a detailed photometric diagram and details of all exterior fixtures. The locations of all exterior lighting fixtures and an arrow showing the direction of light being cast by each fixture and the height of the fixtures (including any base support structure) shall be depicted on the Lighting Plan. The plan shall be reviewed and approved by the City of Goleta, including final approval from the Design Review Board, prior to map recordation.

Monitoring: The City of Goleta shall site inspect for compliance prior to occupancy clearance.

Residual Impact

With implementation of the above mitigation measures, the project's residual aesthetic impacts would be less than significant.

AGRICULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓	
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?				✓	
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				✓	

Existing Setting

As provided in Figure 3.2-2 of the General Plan, the City has identified Important Farmlands, including Grazing, Farmland of Local Importance, Prime Farmlands, Farmlands of Statewide Importance and Unique Farmlands according to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) classification criteria. In total, there are approximately 408.8 acres of agricultural land within the City and there are currently no Williamson Act contracted lands.

Thresholds of Significance

A significant impact to Agricultural Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, a project may pose a significant environmental effect on agricultural resources if it conflicts with adopted environmental plans and goals of the City or converts prime agricultural land to non-agricultural use or impairs the agricultural productivity of prime agricultural land.

Project Specific Impacts

The project site is currently vacant with no existing agriculture-related uses. In addition, the site is not identified as containing important farmlands as per the FMMP classification system. Therefore, the proposed project would not result in the conversion of important farmlands, or other "non-designated" agricultural lands, to non-agricultural uses. No impacts to important farmlands would occur.

The property contains a zoning designation of DR (Design Residential) and there is no Williamson Act contract associated with the project site. The proposed residential development is consistent with this zoning designation. Therefore, the project would result in no impacts related to agricultural zoning or Williamson Act lands.

The nearest agricultural land use to the project site occurs on a 9.4 acre property located approximately 200 feet to the east of the site, east of the adjacent existing multi-family unit development. That property contains lands designated both Prime Farmlands and Unique Farmlands and is currently used for cultivated row-crops.[2] The adjacent condominium development buffers the project from these designated agricultural lands. Construction and long-term use of the proposed project would not result in direct impacts to agricultural production. Although the project is not expected to result in impacts to agriculture, any potential dust generation during the construction period would be mitigated as provided below under *Air Quality*. In addition, the project would tie into existing sewer and water systems in the area. As described below in the *Land Use and Planning* section, the project would not result in the removal of impediments to growth (e.g. installation of sewer or water mains) that could indirectly

[2] Figure 3.2-2, Final EIR City of Goleta General Plan/Coastal Land Use Plan.

facilitate the conversion of any nearby farmlands (e.g. the 9.4 acre property to the east) to non-agricultural uses. Therefore, the project would not result in changes to the existing environment that would ultimately contribute to the conversion of farmlands to non-agricultural uses or otherwise impair the agricultural productivity of any soils. No impacts would occur.

Cumulative Impacts

The proposed project would not contribute to any cumulative impact on agricultural resources within the City of Goleta.

Required/Recommended Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

No residual impacts (either project specific or cumulative) on Agricultural Resources would occur as a result of project implementation.

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Conflict with or obstruct implementation of the applicable air quality plan?				✓	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓			
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓		
d. Expose sensitive receptors to substantial pollutant concentrations?		✓			
e. Create objectionable odors affecting a substantial number of people?				✓	

Existing Setting

According to the Air Pollution Control District (Scope and Content of Air Quality Sections in Environmental Documents, June 2008), Santa Barbara County is considered in attainment of the federal eight-hour ozone standard, and in attainment of the state one-hour ozone standard. It does not meet the state eight-hour ozone standard or the state standard for particulate matter less than ten microns in diameter (PM_{10}); but does meet the federal PM_{10} standard. There is not yet enough data to determine the County's attainment status for either the federal or state standards for particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), although the County will likely be in attainment for the federal $PM_{2.5}$ standard.

Thresholds of Significance

A significant Air Quality impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. The City's *Environmental Thresholds & Guidelines Manual* has identified a long term quantitative emission threshold of significance of 25 pounds/day (PPD) for ozone precursors nitrogen oxides (NO_x) and reactive organic compounds (ROCs). In addition, the City's thresholds establish criteria for conducting carbon monoxide (CO) emission modeling. A project will also have a significant long term air quality impact if it causes, by adding to the existing background carbon monoxide levels, a carbon monoxide "hot spot" where the California one-hour standard of 20 parts per million (PPM) carbon monoxide is exceeded. This typically occurs at severely congested intersections.[3] Screening for such an impact is determined by the project's peak hour trip contribution. If a project contributes less than 800 peak hour trips, then carbon monoxide modeling is not required.

Short term thresholds for NO_x and ROC emissions have not been established by the City due to the fact that such emissions generally result from construction activities. Under prior modeling by the County of Santa Barbara, such emissions were determined to account for only 6% of total NO_x and ROC emissions. However, due to the fact that Santa Barbara County is not in compliance with State standards for airborne particulate matter (PM_{10}), construction generated fugitive dust (50% of total dust) is subject to the City's standard dust mitigation requirements.

Project Specific Impacts

Air Quality Plan

A project is considered consistent with regional air quality plans if it has been adequately incorporated into the Clean Air Plan (CAP). For residential development,

[3] Per the City's *Environmental Thresholds & Guidelines Manual*, projects that contribute 800 or more peak hour trips to an intersection operating @ LOS D or worse are generally considered to potentially pose a significant CO effect and therefore should be required to model CO impacts.

the CAP is based upon the housing unit growth projections for incorporated and unincorporated areas of Santa Barbara County. The CAP predicts that the Goleta area will continue to maintain clean air standards for photochemical smog as long as the rate of growth does not exceed forecast levels. If the project constitutes an increment of growth that is consistent with Goleta area growth projections as articulated in the City's General Plan, it is consistent with the CAP.

The City of Goleta General Plan anticipates that there is the potential to develop 3,400 additional dwelling units (condominium and apartments) before complete city-wide build-out is reached. The proposed project is located in a planned residential area in the General Plan Land Use Plan Map (Figure 2-1 of the Plan). The Planned Residential land use designation is intended to provide for development of residential units at densities ranging from 5.01 units per acre to 13.0 units per acre. Both the density and magnitude of the proposed project are consistent with the General Plan. The project is therefore consistent with the CAP by virtue of its General Plan growth consistency and would result in no impacts.

Air Quality Standards/Criteria Pollutants

Construction Emissions. Construction of the proposed project would generate pollutant emissions associated with operation of heavy equipment and dust generation from grading activities. Quantitative thresholds of significance are not currently in place for short-term construction activity emissions. These emissions are believed to have been adequately incorporated into the 2004 CAP in terms of the overall emissions inventory for construction activities. However, because of the non-attainment status of the air basin for ozone and PM_{10}, the City of Goleta requires implementation of a number of standard emissions abatement measures for construction activities to reduce cumulative regional impacts. Prior to implementation of these measures, the project would result in a potentially significant impact (**Impact AQ 1**).

Operational Emissions. Based upon the Santa Barbara County APCD significance Screening Table (June 2008), occupancy of a project involving less than 96 single-family units or less than 133 family condominiums normally does not exceed the City's significance thresholds for ROG or NOx of 25 pounds per day.

According to the City Community Services Department, the expected traffic volumes to be generated by the project would involve an increase of 6 Peak Hour Trips (PHT) and 65 Average Daily Trips (ADT). Because the project generates fewer than 800 project-related peak hour trips, no Carbon Monoxide modeling is required. Based on the Screening Table and projected traffic generation, both ROG and NOx emissions would be below the significance threshold of 25 lbs/day. Therefore, air quality impacts of the project are considered less than significant. Although the project is not expected to

create significant operational air quality impacts, a mitigation measure has been recommended to be implemented to reduce impacts to the maximum extent feasible.

There are no existing or projected air quality violations associated with the project site or the proposed project.

Health Risk Assessment Regarding Exposure to Roadway Exhaust Emissions and Gas Station Emissions

The California Air Resources Board (CARB) has developed land use guidelines designed to minimize sensitive receptor exposure to a variety of ambient hazardous compounds. For on-road vehicular emissions, these guidelines recommend a 500-foot setback from a freeway, urban roads with 100,000 vehicles per day, or rural roadways that carry 50,000 vehicles per day. These guidelines were derived from urban freeways carrying hundreds of thousands of vehicles per day. The U.S. Highway 101 near the project site currently carries 65,800 average daily trips (ADT) (SBCAG, 2006). The closest of the proposed residences would be approximately 140 feet from the U.S. Highway 101 northbound lane. Calle Real in the vicinity of the project site carries approximately 9,100 ADT. The closest proposed residences would be set back 64 feet from the road. Based on the relatively low volumes of traffic on the freeway and Calle Real, the siting of residences at the proposed project site is not expected to result in a significant health risk. Therefore, this impact is considered adverse but less than significant (**Impact AQ 2**). To further reduce exposure risk to freeway-related emissions, upgraded ventilation systems on all units that meet the minimum particulate removal efficiency rated at the Minimum Efficiency Reporting Value of "MERV13" or better are recommended.

The property west of and adjacent to the proposed project site includes a gas station. CARB's recommendation with regard to the siting of sensitive land uses is that they be placed at least 50 feet from typical gas dispensing facilities. Gas station facilities are located approximately 65 feet from the western boundary of the project site. As such, the proposed project is not expected to result in a significant health risk in relation to emissions from the gas station.

Objectionable Odors

Since the project is residential, it would not introduce objectionable odors to the area. Surrounding uses are residential and commercial. Commercial uses, which are located west of the project site, include a gas station and a small strip-mall including offices, a beauty salon, a Mexican restaurant, dog grooming service, and a sports bar. The gas station is located about 65 feet from the western property line. The bar is located adjacent to the northwestern property line. Based on the size and nature of the existing

surrounding uses, they are not expected to result in significant odor impacts at the proposed project site.

Cumulative Impacts

The proposed project is consistent with the City of Goleta growth projections, and is therefore, incorporated within air quality management plans of the Santa Barbara County APCD. The project would not substantially increase long-term operational emissions. The project's contribution to cumulative air quality impacts would be considered less than significant.

Required Mitigation Measures

Construction Period Impacts Related to Air Quality Standards (Impact AQ 1)

AQ 1-1 Best Available Control Measures (BACMs) shall be implemented to control PM_{10} generation during construction of the project, including the following:

- During construction, water trucks or sprinkler systems should be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency shall be required whenever the wind speed exceeds 15 mph. Reclaimed water shall be used whenever possible.
- Gravel pads shall be installed at all access points to minimize tracking of mud on to public roads. If visible track-out results on any public roadway despite the use of such pads, the contractor shall cause the material to be removed by street cleaning within one hour of its occurrence and again at the end of the work-day.
- If importation, exportation, and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the project site shall be covered with a tarp from the point of origin.
- After clearing, grading, earthmoving, or excavation is completed, the disturbed area shall be treated by watering, revegetating, or spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
- The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and

telephone number of such persons shall be provided to the SBCAPCD prior to land use clearance for any grading activities for the project.

- Prior to any land clearance, the applicant shall include, as a note on a separate informational sheet to be recorded with map, these dust control requirements. All requirements shall be shown on grading and building plans.

The following measures shall be implemented to reduce diesel emissions:

- All diesel-powered equipment shall use ultra low sulfur diesel fuel.
- Diesel catalytic converters, diesel oxidation catalysts, and diesel particulate filters, as certified and/or verified by the EPA or the State of California, shall be installed, if available.
- Diesel-powered equipment shall be replaced by electric equipment whenever feasible.
- Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units shall be used whenever possible. Construction worker's trips shall be minimized by requirements for carpooling and by providing for lunch on site.
- Heavy-duty diesel-powered construction equipment manufactured after 1996 (with Federally mandated "clean" diesel engines) shall be utilized wherever feasible.
- The engine size of construction equipment operating simultaneously shall be the minimum practical size.
- The amount of construction equipment operating simultaneously shall be minimized through efficient construction management practices to ensure that the smallest practical number is operating at any one time.
- Construction equipment shall be maintained per the manufacturer's specifications.
- Construction equipment operating on site shall be equipped with two or four degree engine timing retard or pre-combustion chamber engines.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

Plan Requirements and Timing: All requirements shall be shown on grading and building plans required prior to approval of any Land Use Permit(s) for the project.

Monitoring: City staff shall ensure all the aforementioned requirements are on all plans submitted for approval of any Land Use, building, or grading permits.

The City building inspector shall spot check to ensure compliance onsite. APCD inspectors shall respond to nuisance complaints.

Operational Impacts Related to Air Quality Standards (Recommended Mitigation)

Project-related operational emissions for ROG and NOx would be below the City's significance thresholds. However, because of the non-attainment status of the air basin for the State standard for ozone, reasonably available control measures should nevertheless be implemented to reduce ozone precursor emissions. For a residential project, these measures are primarily related to energy conservation to reduce NOx emissions. Recommended energy conservation measures are included in the mitigation measure identified below.

AQ 2-1: The following energy-conserving techniques shall be incorporated unless the applicant demonstrates their infeasibility to the satisfaction of City of Goleta staff:

- Installation of low NOx residential water heaters and space heaters;
- Installation of heat transfer modules in furnaces;
- Use of water-based paint on exterior surfaces;
- Use solar-assisted water heating for swimming pools, and tankless hot water on demand systems if their energy efficiency is demonstrated to exceed that of a central storage tank water heating system;
- Use of passive solar cooling strategies such as passive or fan-aided cooling planned for or designed into structure, a cupola or roof opening for hot air venting or underground cooling tubes;
- Use of natural lighting;
- Use of concrete or other non-pollutant materials or pervious surfaces for parking lots and driveways up to 100-feet in length instead of asphalt;
- Installation of energy efficient appliances;
- Installation of energy efficient lighting including outdoor lighting that is solar-powered or controlled by motion detectors;
- Duct system within the building thermal envelope, or insulated to R-8;
- Installation of mechanical air conditioners and refrigeration units that use non-ozone depleting chemicals;
- Use of drought-tolerant native or Mediterranean landscaping subject to Planning & Environmental Services staff and Design Review Board (DRB) approval to shade buildings and parking lots.

Plan Requirements and Timing: All the aforementioned requirements shall be shown on applicable building plans submitted for approval of any Land Use and/or building permit(s).

Monitoring: City of Goleta staff shall ensure that all of the aforementioned requirements are incorporated on plans submitted for approval of any Land use and/or building permit(s) and shall spot check after construction is complete to verify compliance.

The following measure is recommended to further reduce the risks associated with freeway-related emissions:

AQ 2-2: Ventilation systems that are rated at Minimum Efficiency Reporting Value of "MERV13" or better for enhanced particulate removal efficiency shall be provided on all units. The residents of these units shall also be provided information regarding filter maintenance/replacement.

Plan Requirements and Timing: The aforementioned requirement shall be shown on applicable plans submitted for approval of any Land Use and Building permits.

Monitoring: City of Goleta staff shall ensure that the aforementioned requirements are included on plans submitted for approval of any Land Use and Building permits and shall verify compliance onsite prior to occupancy clearance. Staff shall also review the future Covenants, Conditions, and Restrictions (CC&Rs) for inclusion of guidelines pertaining to the proper maintenance/replacement of filters.

Residual Impact

With implementation of the above mitigation measures, the project's residual air quality impacts would be less than significant.

BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓			
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 Game or U.S. Fish and Wildlife Service?				✓	
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓	
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?				✓	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓	
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?				✓	

Existing Setting

Mr. Carl Wishner, Principal Biologist, Envicom Corporation, examined the Citrus Village project site on January 16, 2007. The site was observed to be a vacant lot. The condition of the vegetation was completely "ruderal." Twenty-six species of flowering plants were observed, including two native and 17 introduced dicots, and seven introduced monocots, as compiled in **Table BR-1** below.

Table BR-1
Vascular Plants Observed

FLOWERING PLANTS - DICOTS	
Apiaceae	
**Foeniculum vulgare*	fennel
Asteraceae	
Baccharis pilularis	coyote brush
**Sonchus oleraceus*	common sow thistle
**Taraxacum officinale*	dandelion
**Tragopogon* sp.	salsify
Brassicaceae	
**Hirschfeldia incana*	hoary mustard
**Raphanus sativus*	wild radish
Caprifoliaceae	
**Lonicera japonica*	Japanese honeysuckle
Euphorbiaceae	
**Ricinus communis*	castor bean
Fabaceae	
**Vicia* sp.	vetch
Fagaceae	
Quercus agrifolia	coast live oak
Malvaceae	
**Lavatera cretica*	Crete weed
**Malva parviflora*	cheeseweed
Myoporaceae	
**Myoporum laetum*	myoporum
Oxalidaceae	
**Oxalis pes-caprae*	Bermuda-buttercup
Plantaginaceae	
**Plantago lanceolata*	English plantain
Polygonaceae	
**Polygonum arenastrum*	yard knotweed
**Rumex crispus*	curly dock
Rhamnaceae	
**Ceanothus griseus*?	ceanothus

FLOWERING PLANTS -- MONOCOTS	
Liliaceae	
*Yucca sp.	soft-tipped yucca
Poaceae	
*Avena barbata	slender wild oat
*Bromus diandrus	ripgut grass
*Cynodon dactylon	Bermuda grass
*Pennisetum clandestinum	kikuyu grass
*Phalaris tuberosa	Harding grass
*Piptatherum miliaceum	mountain-millet
(*) indicates introduced or cultivated species	

The native plant species included two individuals of coast live oak, both saplings less than two feet tall, and a few scattered individuals of coyote brush. Other vegetation features are a row of Myoporum trees along the east boundary, some soft-tipped yuccas in the northwest corner, Japanese honeysuckle and cultivated ceanothus along the north boundary, and several palm trees in the southwest corner. One large Eucalyptus tree is immediately adjacent to the southeast corner, off-site.

Wildlife observed included a red-tailed hawk (overhead), red-shouldered hawk (overhead), rock dove, Anna's hummingbird, Black phoebe, Say's phoebe, yellow-rumped warbler, white-crowned sparrow, dark-eyed junco, house finch, and house sparrow. Only one mammal was observed, namely, Botta's pocket gopher. Of these observed species, the red-tailed hawk and red-shouldered hawk are considered special status wildlife species per the California Department of Fish and Game Code.

Thresholds of Significance

A significant impact on Biological Resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, per the City's *Environmental Thresholds & Guidelines Manual* a project would pose a significant environmental impact(s) on biological resources in any of the following would result from project implementation:

a) A conflict with adopted environmental plans and goals of the community where it is located;
b) Substantial effect on a rare or endangered plant or animal species;
c) Substantial interference with the movement of any migratory or resident fish or wildlife species;
d) Substantial diminishment of habitat for fish, wildlife, or plants.

Project Specific Impacts

Site construction would involve direct impacts by grading and removal of virtually all on-site vegetation, excavation for building foundations, erection of buildings, roadways, parking, and landscaping. No direct off-site impacts to vegetation are anticipated.

The site could potentially be utilized by birds of prey (including sensitive species provided above) for foraging; however, the site provides little habitat value for wildlife and is not considered important for the continued persistence and survival of species that may forage on-site. Substantial habitat remains in the region for foraging species.

Direct impacts to wildlife would involve mortality of individuals of common invertebrates, reptiles, and mammals, especially pocket gophers and rodents. No Special-status invertebrates, reptiles or mammals are expected to be affected. Depending upon timing of the construction, potential disruption of nesting birds, and possibly destruction of nests could occur. California Fish and Game Code Section 3503 prohibits destruction of nests of virtually all species of birds, and 3503.5 specifically prohibits destruction of nests of birds of prey. Disruption of nesting of birds of prey could occur as an off-site, indirect impact, should they happen to be nesting nearby during the construction period. This impact is considered potentially significant (**Impact BIO 1**).

Cumulative Impacts

The proposed project would contribute to increased loss of vacant land within the City and surrounding County and University lands that is expected due to general growth in the area. However, because the site is small and of low habitat value, and because the General Plan provides for preservation of specified biologically significant areas, the project would result in less than significant cumulative impacts to biological resources.

Required Mitigation Measures

Disruption of Nesting Birds (Impact BR 1)

BIO 1-1 In the event that site grading and construction is to occur between March 1 and September 15, the applicant shall retain a qualified biologist to implement pre-construction surveys to avoid impacts to special status breeding birds and other nesting birds protected by the Fish and Game Code Sections 3503, and 3503.5. In particular, the survey shall include the following:

- Trees shall be surveyed for nesting birds, including birds of prey and songbirds. Also, all trees within 100 feet of all grading or construction activities shall be examined for the presence of nesting birds of prey.

  In the event that any special status species are observed, the applicant shall delay construction work until; (a) after September 15, or (b) until

continued monitoring demonstrates that the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting.

- Limits of construction to avoid disturbance of potential nest sites shall be established in the field by flagging with stakes or construction fencing. Construction personnel shall be instructed on the ecological sensitivity of the area by the City approved supervising biologist.

Plan Requirements and Timing: Thirty days prior to approval of any Land Use Permit for the project, the applicant shall submit to City Planning and Environmental Services staff for approval, the name and qualifications of the biologist selected to conduct the required surveys. The supervising biologist shall inform Planning and Environmental Services in writing of the results of the surveys and any measures necessary to avoid nest sites. City staff shall review and approve the surveys and associated mitigation measures prior to commencement of any construction activities. All grading and building plans submitted to Planning and Environmental Services for review and approval shall include the above requirement.

Monitoring: Planning and Environmental Services staff shall verify compliance in the field and shall perform site inspections throughout the construction period.

Residual Impact

With implementation of the above mitigation measures, the project's residual impacts on biological resources would be less than significant.

CULTURAL RESOURCES (Includes Paleontological Resources)

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of CEQA Guidelines?			✓		
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of CEQA Guidelines?		✓			

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓			
d. Disturb any human remains, including those interred outside of formal cemeteries?		✓			

Existing Setting

As provided in Section 3.5 *Cultural Resources* of the City's General Plan Final EIR, the city is known to contain prehistoric, ethnographic, historical and paleontological resources. The General Plan identifies areas where known archaeological resources exist. Figure 3.5-1 of the City of Goleta General Plan Final EIR shows areas containing sensitive historic/cultural resources, identifying 46 historic resource locations. The project site is not shown to contain significant archaeological, paleontological or historical resources.

Thresholds of Significance

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

Project Specific Impacts

The project site is not shown to contain significant archaeological, paleontological or historical resources. The nearest identified resource occurs approximately 3,000 feet to the southeast along the Union Pacific Railroad. A Phase I Archaeological Study was conducted for the property by Joyce L. Gerber Archaeological Consulting, September 24, 1999, when the property was the subject of a previous development application. The study did not reveal any cultural resources, and found that the potential for cultural resources to be found on-site would be minimal.

Due to past grading activities the project site has been substantially disturbed, mostly the result of fill placed on top of native soil. Given the state of the site there are no unique geologic features. During construction of the project, grading activities would

require the excavation of large amounts of the fill soil in order for it to be re-compacted to be suitable to support the proposed structures. Excavation at the north end of the site may result in grading disturbance to the underlying native soils. Although there have been no previous archaeological or paleontological discoveries on-site, and given the historical presence of Chumash Indians in the Santa Barbara area, there remains the potential for such resources to be uncovered and adversely affected by construction activities. As such, the potential for disturbance of any remaining artifacts and/or human remains onsite while low, is considered to be potentially significant (**Impact CR 1**).

Cumulative Impacts

Continued loss of cultural resources on a project-by-project basis could result in significant cumulative impacts to such resources over time. The project's potential impact is considered a contribution to this cumulative impact.

Required Mitigation Measures

Potential Impacts on Archeaological Resources During Construction (Impact CR 1)

CR 1-1 In the event that cultural resources are uncovered during grading/construction activities, work shall be ceased immediately and the applicant shall bear the cost of the immediate evaluation of the find's importance and any appropriate Phase II or Phase III investigations and mitigation.

Plan Requirements and Timing: The project grading plans and improvement plans shall include provisions in the Notes/Specifications to recover cultural resources as described above. Cultural resource investigations/recovery shall be conducted by an archaeological, paleontological, historic or ethnographic expert acceptable to the Planning and Environmental Services Department.

Monitoring: Planning and Environmental Services staff shall check all plans prior to issuance of grading and construction permits and shall spot check during field investigations as necessary.

Residual Impact

With implementation of the above mitigation measures, the project's residual impacts on cultural resources would be less than significant.

GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓	
ii. Strong seismic ground shaking?			✓		
iii. Seismic-related ground failure, including liquefaction?			✓		
iv. Landslides?			✓		
b. Result in substantial soil erosion or the loss of topsoil?		✓			
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?		✓			
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		✓			
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓	

Existing Setting

The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone. According to the Mitigated Negative Declaration (MND) for the El Encanto Apartment Project (County of Santa Barbara Planning and Development, February 28, 2001), no faults have been identified or known to exist within or adjacent to the project site. The

closest fault to the project site is the More Ranch Fault, located approximately 2/3rds of a mile south of the project site.

The following information is based on the Geotechnical Studies prepared by Pacific Materials Laboratory (August 30, 1999, August 11, 2000 and September 1, 2000 revised reports, September 2000 addendum). The project site is nearly level with drainages toward the south at five percent. The site is overlain with artificial fill, with depths ranging from 9.5 to 17 feet in the five borings taken as part of this study. The top 12 inches of surface soils were found to have a relative compaction in the high 70 percentile, which is below the 90 percent relative compaction requirement for compacted fills. Two soils tests for expansion indicated soils in the low and medium range of expansion. The soils were found to have a moderate degree of compressibility. The presence for liquefaction is considered very low due to the absence of loose soils.

According to a letter report prepared by Pacific Materials Laboratory for Peikert Group Architects, LLP, July 18, 2007, the Dibblee Geologic Map indicates that the site is overlain with either the Montery or Rincon Formation. Both of these formations are not susceptible to liquefaction. Groundwater at the gas station west of the project site was encountered at a depth of 62 feet below grade.

Thresholds of Significance

A significant impact on Geology/Soils would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. The City's *Environmental Thresholds & Guidelines Manual* assumes that a proposed project would result in a potentially significant impact on geological processes if the project, and/or implementation of required mitigation measures, could result in increased erosion, landslides, soil creep, mudslides, and/or unstable slopes. In addition, impacts are considered significant if the project would expose people and/or structures to major geological hazards such as earthquakes, seismic related ground failure, or expansive soils capable of creating a significant risk to life and property.

Project Specific Impacts

Fault Rupture

The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone and no faults have been identified or known to exist within or adjacent to the project site, therefore significant impacts related to fault rupture at the site are not anticipated.

Seismic Shaking

The project would be subject to seismic groundshaking similar to that expected in the region. Conformance with Standard Building Code requirements would ensure that the project would be designed to withstand anticipated seismic-induced shaking at the site.

Liquefaction

According to the Pacific Materials Laboratory July 18, 2007 letter referenced above, groundwater at the project site is expected to be below 50 feet given the groundwater depth of 62 feet on the adjacent property. Due to this groundwater depth and based on exploratory borings having found clay in the soil profile, there does not appear to be a liquefaction potential at the project site.

Landslides

The project site does not contain steep slopes. According to the Mitigated Negative Declaration (MND) for the El Encanto Apartment Project (County of Santa Barbara Planning and Development, February 28, 2001), the project site is not subject to landslide hazards.

Erosion

During construction the site would be cleared of vegetation and graded. As such, the proposed project could temporarily increase erosion. In order to minimize erosion of the site, the project includes a Preliminary Erosion Control Plan (**Figure G-1**), which contains proposed erosion control and desilting measures to be in place during construction. Measures include rock bag catch basin sediment barriers, a silt fence and a stabilized construction entrance. The project is considered to result in a potentially significant erosion impact (**Impact GEO 1**). Water quality impacts associated with erosion are discussed below under Hydrology and Water Quality.

Geologic Stability and Expansive Soil

The project plans call for removal of existing fill and scarification of native soils to a depth of at least 12 inches along with moisture conditioning and recompaction. On-site materials and non-expansive import materials may be used as fill material. The project includes a retaining wall along the northern boundary of the site, from the west end of the site to the east end of Building C. The removal of fill material and expansive soils would result in excavations to depths in the range of 12-20 feet. Without proper shoring, this would result in the potential for significant stability impacts along the western property line (**Impact GEO 2**).

Soils Suitability for Septic Use

The proposed project does not involve the use of septic tanks; it would be connected to the Goleta West Sanitary District sewer system.

Cumulative Impacts

Project contributions to cumulative, adverse erosion and soil loss in the area would be considered potentially significant. Other project contributions to cumulative impacts on geologic processes and soils would be considered less than significant.

Required Mitigation Measures

Erosion (Impact GEO 1)

GEO 1-1: The applicant shall submit a copy of the Notice of Intent to obtain coverage under the Construction General Permit of the National Pollutant Discharge Elimination System issued by the California Regional Water Quality Control Board.

Plan Requirements and Timing: Prior to map recordation for the project, the applicant shall submit a copy of the Notice of Intent and shall provide a copy of the required Storm Water Pollution Prevention Plan (SWPPP) to the City. A copy of the SWPPP must be maintained on the project site during grading and construction activities.

Monitoring: City staff shall review the documentation prior to map recordation for the project. City staff shall site inspect during construction for compliance with the SWPPP.

GEO 1-2: A combination of structural and non-structural Best Management Practices (BMPs) (e.g., biofiltration swales and strips, catch basin and storm drain filters, permeable pavement, etc.) shall be installed to effectively prevent the entry of pollutants from the project site into the storm drain system during and after development.

Plan Requirements: The applicant/owner shall submit a Final Construction-Phase Erosion Control and Stormwater Management Plan and the Post-Development-Phase Drainage and Stormwater Management Plan (Plans) that have been prepared by a licensed civil engineer. The Final Plans shall include the following elements: a) identification of potential pollutant sources that may affect the quality of the storm water discharges; b) the proposed design and placement of all structural and non-structural BMPs to address identified pollutants; c) a proposed inspection and maintenance program with a five (5) year monitoring and reporting process to verify BMP effectiveness;

and d) a method for ensuring timely maintenance of all BMPs over the life of the project. The approved measures shall also be shown on all final site, building and grading plans submitted for any land use, building, or grading permits for the project. Maintenance records shall be maintained by the HOA for the development.

Timing: Prior to map recordation, the Final Plans shall be submitted to the City for review and approval. All measures specified in the Plan shall be constructed and operational prior to the first occupancy clearance for the project. Maintenance records shall be submitted to City on an annual basis prior to the start of the rainy season for five (5) years after the final occupancy clearance. After the fifth year, the maintenance records shall be maintained by the landowner or HOA and be made available to City on request.

Monitoring: City staff shall conduct a site inspection prior to the first occupancy clearance to ensure all Plan BMPs and stormwater runoff quality measures are constructed in accordance with the approved Plan and periodically thereafter to ensure proper maintenance until a period of five (5) years after the final occupancy clearance for the project. The developer or HOA shall complete a five (5) year monitoring and reporting program as described in the Post-Construction Plan to verify BMP effectiveness; improvements in the BMPs shall be made from time-to-time as required by the City to comply with the relevant General Plan policies and City, State, and Federal regulations. The City shall determine if the five (5) year monitoring program shall be extended for cause.

GEO 1-3: To prevent illegal discharges to the storm drains, all onsite storm drain inlets, whether new or existing, shall be labeled to advise the public that the storm drain discharges to the ocean (or other waterbody, as appropriate) and that dumping waste is prohibited (e.g., "Don't Dump – Drains to Ocean"). The information shall be provided in English and Spanish.

Plan Requirements and Timing: The location of all storm drain inlets shall be shown on site, building and grading plans prior to approval of any grading and/or land use permits. Labels shall be installed prior to the first occupancy clearance for the project. Standard labels, as available from the Santa Barbara County Project Clean Water, shall be shown on the plans and submitted to the City prior to approval of any grading and/or land use permits.

Monitoring: The City shall site inspect prior to the first occupancy clearance for the project to verify installation of all storm drain labels.

Geologic Stability (Impact GEO 2)

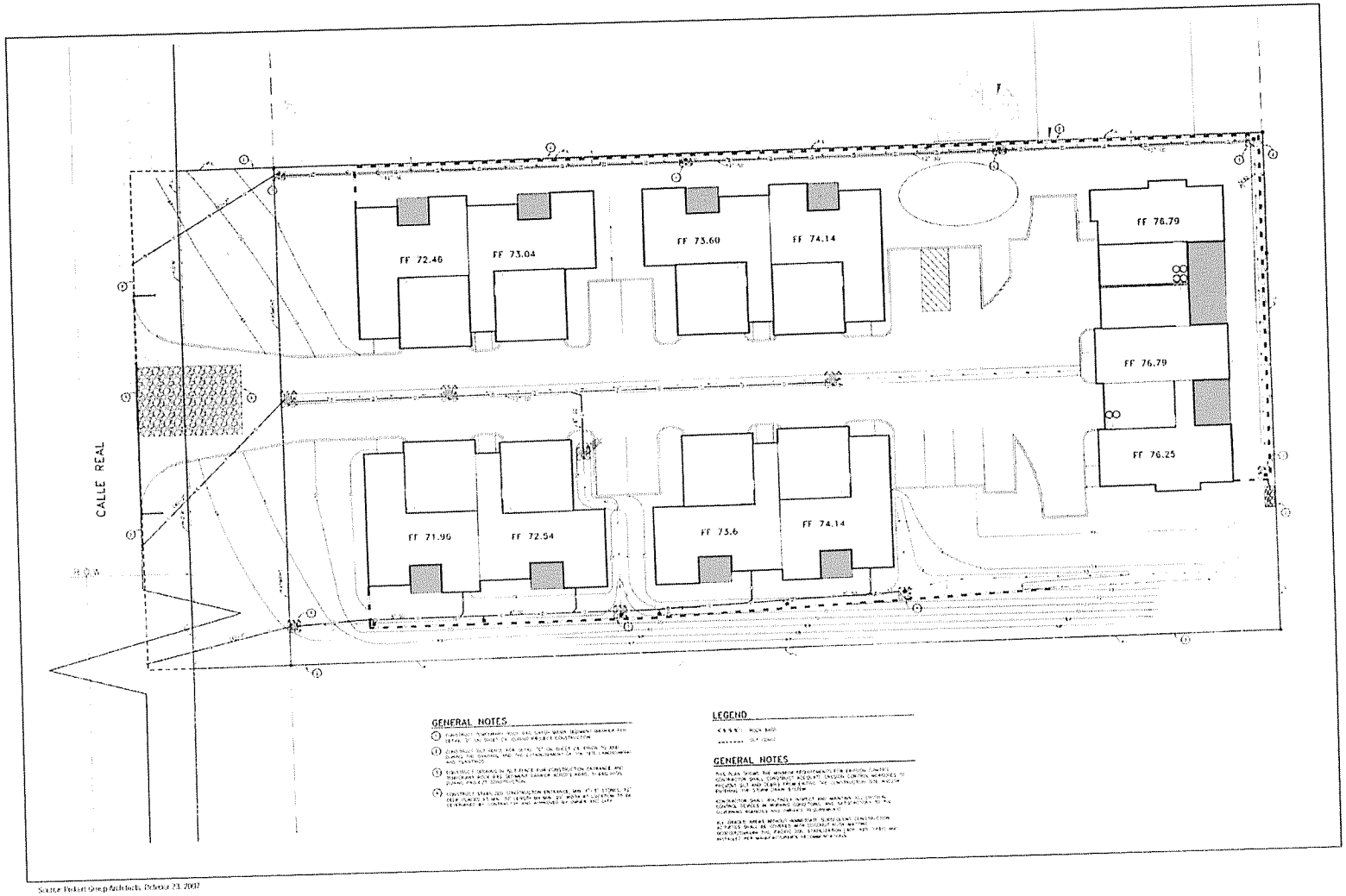
GEO 2-1 The applicant shall provide the City with a Geotechnical and Engineering Geology Report for the currently proposed project prepared by a Registered Geotechnical Engineer or qualified Civil Engineer and Certified Engineering Geologist. The report shall specify requirements for excavation, recompaction, removal and replacement of fill materials and expansive soils. The report shall specify shoring requirements to protect properties to the west. Additional geotechnical data may be required to support the shoring recommendations.

Plan Requirements and Timing: The applicant/owner shall submit a final Geotechnical and Engineering Geology Report for the currently proposed project. Prior to map recordation, the Report shall be submitted to the City for review and approval.

Monitoring: City staff shall site inspect during construction to ensure implementation of the measures identified in the Report.

Residual Impact

With implementation of the above mitigation measures, the project's residual impacts on geology and soils would be less than significant.



Source: Pickett Group Architects, February 23, 2007

Preliminary Erosion Control Plan

HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓		
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓			
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓		
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓	
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 for people residing or working in the project area?				✓	
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓		
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓		
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with				✓	

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
wildlands?					

Existing Setting

The City GP/CLUP Final EIR identifies sites within the City that may be subject to wildfire hazards, airport hazards, transportation routes, hazardous oil and gas processing facilities, as well as hazardous waste sites.

Radon gas studies performed by the California Bureau of Mines and Geology and the Department of Health Services, from 1989-1993, indicate that Santa Barbara County falls within the a Zone 1 designation, which suggests that there is a low to moderate potential for exposure to Radon gas at or above the EPA recommended level of 4.0 pico curies per liter (pci/L). Radon is an odorless and tasteless naturally occurring gas that has been linked to lung cancer. Radon exists in all soils throughout the United States and is produced from the breakdown of naturally occurring radium and uranium within the ground.

Thresholds of Significance

A significant impact with regard to Hazards & Hazardous Materials would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds & Guidelines Manual* address public safety impacts resulting from involuntary exposure to hazardous materials. These thresholds focus on the activities that include the installation or modification to facilities that handle hazardous materials, transportation of hazardous materials, or non-hazardous land uses in proximity to hazardous facilities. Since the proposed project is not a hazardous materials facility, the City's risk based thresholds are not particularly applicable. However, for the purposes of this analysis, the proposed project would be considered to pose a significant impact if it results in the exposure of people to a variety of hazards or hazardous materials as listed above.

Project Specific Impacts

Transport, Use, Disposal of Hazardous Materials

The proposed project's transport, use and disposal of hazardous materials would be limited to household hazardous wastes such as cleaning products, painting products, automotive products, garden products, and hobby supplies. Each residence of the project is not expected to produce more than 100 kilograms (27 gallons) of hazardous materials per month, and as such would dispose of hazardous materials at Community

Hazardous Waste Collection Centers. Impacts related to transport, use and disposal would be considered less than significant.

Accidental Release of Hazardous Materials

There are no recognized environmental conditions at or near the project site that would subject residents of, or visitors to, the site to significant risks from hazardous materials associated with past or present land uses on the project site. However, the adjacent westerly property contains underground fuel storage tanks for gasoline and was previously identified as a contaminated site due to gasoline leaking into the soil. The site has since been remediated in accordance with state Regional Water Quality Control Board standards. An ASTM Environmental Site Assessment questionnaire (1999) previously prepared for the El Encanto Apartment Project found no evidence of contamination on-site. There were no observed issues of environmental concern, such as stained pavement or soil, distressed vegetation or evidence of waste discharge at the project site. Subsequently, a Phase I Environmental Site Assessment was conducted for the site in 2001.[4] This Assessment found that the site did not contain environmentally hazardous conditions. It was determined that the former use of the site for agricultural production did not pose a risk. In addition, the adjacent gas station did not pose a recognized environmental hazard since the affected soil on that site had been removed and monitoring indicated that groundwater had not been affected.

Although Figure 3.6-5 of the General Plan Final EIR identifies the project site as having a low potential for indoor radon levels above state standards, there is a potential that it could be a component of the underlying geologic unit. As such, there is a possibility of Radon gas exposure at levels exceeding EPA guidelines, which is considered a potentially significant impact. These impacts would be considered potentially significant (**Impact HAZ 1**).

In response to a citizen complaint expressing concern for the presence of hazardous materials in fill material onsite, the Environmental Protection Agency had the Department of Toxic Substances Control (DTSC) conduct soil sampling. On September 20, 2007, soil samples were collected from five locations across the site at depths of one to three feet below grade. The summary in the site screening assessment report prepared by the DTSC indicated the presence of metals (arsenic) and pesticides (chlordane, dieldrin, DDT, DDE). DTSC initially provided a letter stating that no further action is necessary for the site (Jose Diaz, Senior Scientist, Brownfields & Environmental Restoration Program, DTSC, July 15, 2008). Upon further review of the sampling results, DTSC identified the presence of polynuclear aromatic hyrdrocarbons (PAHs). DTSC evaluated the levels of PAHs detected by comparing them to the California Human Health Screening Levels for contaminated properties and/or EPA's Preliminary Remediation Goals (PRGs). DTSC also considered past uses of the

[4] Phase I Environmental Site Assessment, Proposed El Encanto Apartments, Rincon Consultants, July 20, 2001

undeveloped property and visual observations during the site visits and determined the site would not pose a risk to human health and the environment. DTSC recommended, however, that the soil around this sampling location be removed during grading and confirmation sampling be conducted.

In July 2008, City staff provided the DTSC results to the Santa Barbara County Fire Prevention Division (FPD), Site Mitigation Unit (SMU), for further analysis. Staff from the Santa Barbara County Fire LUFT/SMU Program reviewed the DTSC documents and concurred with DTSC that the soil samples indicate that no further action is needed at the site with respect to pesticides, metals, or volatile organic compounds (VOCs), (Mr. Tom Rejzek, Professional Geologist/Certified Hydrogeologist, July 31, 2008). Specifically, while the laboratory results indicated low levels of pesticides across the site, a comparison of these concentrations to the current EPA preliminary PRGs, indicated that each pesticide is below each of their respective current goal for residential land use and that further investigation is not warranted. Various metals were also detected across the site but were within the range of typical background metals found throughout the County. Although arsenic was detected at levels above the target PRG, it was detected below the maximum background range and therefore the FPD does not consider arsenic nor other metals to be an issue at this site. No volatile organic compounds (VOCs) were detected in soil samples collected from the subject property, therefore, FPD accepts DTSC's recommendation that no further action is required for VOCs.

FPD expressed serious concerns, however, regarding the sample which indicated the presence of PAHs that were above PRGs for residential land use. At this time, a determination of the vertical and lateral extent of the PAHs has not been defined. Additional work is necessary regarding this issue which will be pursued through mitigation measures listed below. Additionally, site preparation activities may expose workers to contaminated soils. The resulting exposure would be considered potentially significant (**Impact HAZ 2**).

Emissions or Handling of Hazardous Waste Within 1/4 mile of a School

There are no schools within 1/4 mile of the project. Moreover the nearest schools are located north of the site and any transport of hazardous materials during construction would access the site from the transportation corridors to the south. In addition, hazardous materials used during construction and long-term occupation of the residences would be limited to household-type hazardous wastes. There would be no impacts from transportation of hazardous materials within 1/4 mile of a school.

Listed Hazardous Waste Site

The project site is not a listed hazardous waste site. Per Figure 3.7-2 of the General Plan Final EIR, the project is located within the area of the City that contains up to .13

hazardous waste sites per acre, which is the lowest of all City areas. The project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5. There would be no impacts.

Airstrip Safety

The project is within the Airport Influence Area, which requires notification of future residences of the Goleta Airport-related hazards. However, the site is not located within a Clear Zone, Approach Zone or Airport Safety Corridor. Impacts related to airstrip safety are considered less than significant.

Emergency Response/Evacuation Plan

The Safety Element of the City General Plan contains numerous polices related to the avoidance of hazards, as well as education and plans to adopt a Multi-Hazard Emergency Response Plan per Policy SE-1A-4. The City's Plan, with expected completion by 2008, will be coordinated with the County of Santa Barbara's Emergency Response Plan. The proposed project is consistent with the existing County Emergency Response Plan, and the City Plan will govern the site with greater specificity for the development under the General Plan. Impacts relative to consistency with the Emergency Response Plan are considered less than significant.

Wildfire Risks

The project site is not located within a wildland fire hazard area. No impacts related to wildfire hazards would occur as a result of the project.

Cumulative Impacts

The proposed project in combination with other development anticipated in the area is not expected to result in significant cumulative impacts related to hazards and hazardous materials.

Required Mitigation Measures

Potential Impacts Related to Radon Gas Exposure (Impact Haz 1)

HAZ 1-1: Prior to approval of any Land Use Permits for construction of any habitable structures, radon testing shall be conducted. If radon gas is present above the recommended EPA exposure level (4.0 pci/L), remediation shall occur and/or habitable structures shall be designed to provide venting and/or any other EPA approved mitigation measures identified to reduce such exposure.

Plan Requirements & Timing: A radon report including recommendations for appropriate EPA approved mitigation measures shall be submitted to Building and Safety and the Santa Barbara County Environmental Health

Services Office for review and approval prior to approval of any Land Use Permit(s) for construction of any habitable structures.

Monitoring: City staff shall ensure compliance with this requirement prior to approval of any Land Use Permit(s) for construction of any habitable structures. The City Building Inspector shall verify compliance in the field prior to any occupancy clearance.

Potential Impacts Related to Contaminated Soils (Impact Haz 2)

HAZ 2-1: Prior to map recordation, the applicant shall submit Phase I and Phase II Environmental Site Assessments/Work Plan to the Santa Barbara County Fire Department Fire Prevention Division (FPD). If additional assessment or site remediation is warranted, all such work shall be performed to the satisfaction of the Santa Barbara County Fire Department FPD including, if necessary, the following: (i) soil vapor survey, comparing collected data against current screening levels including the California Human Health Screening Levels and EPA Region IX Preliminary Remediation Goals; (ii) groundwater assessment to determine the lateral extent of contamination on the project site; (iii) Remedial Action Plan ("RAP") incorporating appropriate mitigation measures (e.g., vapor barriers, vents, etc.) or site remediation to reduce contaminants to acceptable concentrations; This includes a 30 day public notification period prior to approval of the RAP by Santa Barbara County Fire Department FPD, and incorporation of relevant public comments in the RAP implementation; (iv) soils management plan in the event that contamination is encountered during construction; and (v) a dewatering plan if any groundwater is removed during construction, including required permits to discharge into the City's sewer or storm drain system.

Plan Requirements & Timing: The applicant shall prepare a work plan that outlines the methodology to be followed in undertaking required Phase I and Phase II Environmental Site Assessments, if required. This plan shall be reviewed and approved by the Santa Barbara County Fire Department FPD, prior to commencing work. Thereafter, the various site assessment and remediation actions, if any are required, shall be reviewed and approved by the Santa Barbara County Fire Department FPD prior to map recordation and prior to issuance of any LUP for the project. All required remediation shall be completed prior to occupancy.

Monitoring: City staff shall verify that the Santa Barbara County Fire Department FPD's submittal requirements are satisfied prior to map recordation and prior to issuance of any LUP for the project. Thereafter, City

staff shall verify that all required mitigation is performed before any certificate of occupancy is granted.

HAZ 2-2: Prior to map recordation, the applicant shall prepare a Worker Awareness Program to acquaint workers with the hazards and potential exposure to contaminated groundwater, vapor and soil. The program shall describe measures to minimize such exposure and medical procedures to be employed in the event of exposure. The applicant shall ensure that all workers are properly briefed on the Worker Awareness Program and that proper precautions are being taken throughout the duration of site preparation, grading and construction.

Plan Requirements & Timing: Depending on the results of the Phase I/II analysis, Hazardous Work Operations and Emergency Responses (Hazwopper) trained workers may be required. The Worker Awareness Program shall be reviewed and approved by the Santa Barbara County Fire Department FPD and the City prior to map recordation and prior to issuance of any LUP for the project and implemented prior to commencement of any ground disturbances.

Monitoring: City staff shall periodically perform site inspections to verify that workers are properly informed and safety procedures are being followed.

Residual Impact

With implementation of the above mitigation measures, the project's impacts related to hazards and hazardous materials would be less than significant.

HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Violate any water quality standards or waste discharge requirements?		✓			
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table			✓		

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?					
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		✓			
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		✓			
e. 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?			✓		
f. Otherwise substantially degrade water quality?		✓			
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓	
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓	
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓		
j. Inundation by seiche, tsunami, or mudflow?			✓		

Existing Setting

Surface Drainage

The project site is currently undeveloped and contains mostly ruderal grasslands with some other vegetation as described above in *Biological Resources*. A preliminary drainage report was prepared for a previously proposed project (Penfield & Smith, March 2005) on the property. No subsequent hydrology or water quality studies were prepared specifically for use in this MND. Existing conditions for this project are similar since the site has not since been modified. Therefore, the Penfield & Smith analysis is considered representative of conditions for the proposed site within the current hydrologic setting.

The site generally slopes toward the southeast with spot elevations in the northeast corner of 76.97 feet and 66.93 feet in the southeast corner. For approximately 0.40 acre of the site, storm water runoff sheet flows from northwest toward the southeast across the site and outlets to the gutter on Calle Real with a discharge of approximately 0.97 cubic feet per second (cfs). For approximately 0.60 acres of the site, stormwater sheet flows toward the east and north onto the adjacent properties to the east and north, respectively, with a discharge of approximately 1.34 cfs. Surface water from the area enters the stormwater conveyance system on Calle Real, which then channels the flows to the El Encanto Creek, which ultimately discharges to the Devereux Slough.

Groundwater

The Goleta Water District would provide water to the proposed project. The District obtains most (approximately 9,300 acre feet annually) of its water supply from Lake Cachuma. The State Water Project Supplies approximately 4,500 acre feet and District wells supply an additional 2,300 to 2,500 acre feet. The Goleta Groundwater Basin is approximately 9,210 acres, and 8 miles long by 3 miles wide, bound by the Santa Ynez Mountains to the north and the More Ranch Fault to the south.[5] The Basin is subdivided into the North Subbasin, Central Subbasin and the West Subbasin. The West Subbasin underlies the project site. Groundwater flow is generally to the south following the natural topographic gradient. Recharge in the Basin is from infiltration of precipitation, seepage from streams, and subsurface flows as well as imported from Lake Cachuma and injected. Active recharge for the Basin occurs in the lower reaches of creeks in the North Subbasin and is more minor in the West Subbasin, which is characterized by fine-grained shallow sediments. Water table levels fluctuate year-to-year depending on recharge and pumping extraction. In recent past years, private wells in the area have extracted approximately 232 acre-feet per year from the West Basin, while the safe yield (gross pumpage) is estimated to be 500 acre-feet per year.

[5] GP/CLUP Final EIR, September 2006.

Thresholds of Significance

A significant impact on Hydrology & Water Quality would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds & Guidelines* Manual assume that a significant impact on hydrology and water resources would occur if a project would result in a substantial alteration of existing drainage patterns, alter the course of a stream or river, increase the rate of surface runoff to the extent that flooding, including increased erosion or sedimentation, occurs, create or contribute to runoff volumes exceed existing or planned stormwater runoff facilities, or substantially degrade water quality.

Project Specific Impacts

Water Quality Standards and Waste Discharge

During construction the site would be cleared of vegetation and graded. As such, the proposed project could temporarily increase erosion causing increased silt in the surface water runoff and siltation of the storm drain system. As described above under Geology and Soils, in order to minimize erosion of the site, the project includes a Preliminary Erosion Control Plan (see Figure G-1, above), which contains proposed erosion control and desilting measures to be in place during construction. Measures include rock bag catch basin sediment barriers, a silt fence and a stabilized construction entrance.

Since the proposed project would result in the disturbance of more than one acre of land, structural BMPs would be required to ensure that pollutants from the developed project do not exceed the water quality standards set forth in the applicable National Pollution Discharge Elimination System permit, do not violate the CCRWQCB Basin Plan, or otherwise impair the beneficial uses of any receiving waterbodies (e.g. El Encanto Creek, Devereux Slough). Initial plans show the use of both natural and mechanical treatment systems onsite. Pervious pavement is proposed in segments of the drive aisle, bioswales are proposed along the western property boundary and along the northeastern portion of the property, and storm drain cleaning inserts are proposed for all catch basins. Additional BMP measures may be added to the current project drainage and erosion control design, such as, biofiltration swales and strips distributed in landscape areas, features that would capture roof and hardscape runoff and distribute it to the landscaping before this runoff enters the local drainage collection system. Without final plans illustrating the mechanisms to filter out or remove pollutants before runoff is released from the property, waste discharge impacts are considered potentially significant (**Impact HYDRO/WQ 1**).

Groundwater Supply

The project development would result in an increase of impervious surfaces, which would reduce infiltration on-site of rainwater. However, the project includes some permeable pavement, permeable landscape features and bioswales on the western boundary of the project and along the northeastern portion of the property in effort to reduce the amount of increased surface flows to run off site as result of the increased impervious surface. Given the low-permeability of the underlying soils and relatively small site, the amount of groundwater infiltration to be impeded would be minimal. Therefore, impacts related to groundwater supply as a result of the project are considered less than significant.

Surface Drainage Post Construction

The project would increase the amount of impermeable surfaces, which would result in increased stormwater runoff. On-site stormwater conveyance facilities would be constructed to carry surface water to existing stormwater improvements along Calle Real. The project would include a 10-foot wide landscaped open space within the westerly property line setback, which would contain a 2-foot wide bio-swale and a bioswale along the northeastern portion of the property. However, hydrologic outflow calculations of the on-site surface water runoff quantity and the capacity of the proposed storm drain facilities have not been generated for the post construction design. Although any expected increase in surface runoff is expected to be minimal, without hydrologic calculations, potential impacts related to alteration of on-site drainage patterns to cause to flooding on- or off-site (i.e. neighboring properties) are considered potentially significant. (**Impact HYDRO/WQ 2**).

100-Year Flood Hazards

Development at the project would increase impervious surfaces from building roofs, residential hardscape, and access roadways and parking areas. However, the proposed project would not result in a significant increase in potential flooding risks because the 100-year post-development peak flow from the project is expected to represents a minimal increase in surface slows through existing channels. Per Figure 3.9-2 of the General Plan Final EIR, there are no designated 100-year floodplains within the development footprint, and development would not occur within existing channels. The project would not be at risk of flooding due to the failure of a levee or dam. Impacts of the project related to 100-year flood hazards and exposure of people or structures to flooding risks is considered less than significant.

Inundation

The project is not located near a water body that would be susceptible to a seiche (an oscillating wave that forms in an enclosed body of water). Per Figure 3.9-1 of the General Plan Final EIR, the project site is not located within a potential tsunami run-up

area. The site and vicinity is relatively flat and is surrounded by urban development. Per Figure 3.6-4 of the General Plan Final EIR, the project site is within an area identified as having "Low Landslide Potential." Therefore, impacts related to inundation as a result of seiche, tsunami or mudflow are considered less than significant.

Cumulative Impacts

The City's *Environmental Thresholds & Guidelines Manual* assumes that projects resulting in significant, project specific, hydrologic and water quality impacts are also considered to result in a significant contribution to cumulative hydrologic and water quality impacts. Development in the area would cumulatively increase the amount of impervious surfaces in the area; thereby, potentially reducing the capacity of drainage systems and increasing surface water runoff pollutants. As such, the proposed project's contribution to cumulative hydrologic and water quality impacts would be considered potentially significant.

Required Mitigation Measures

Water Quality Standards and Waste Discharge (Impact HYDRO/WQ 1)

HYDRO/WQ 1-1: The applicant shall submit a copy of the Notice of Intent to obtain coverage under the Construction General Permit of the National Pollutant Discharge Elimination System issued by the California Regional Water Quality Control Board.

Plan Requirements and Timing: Prior to map recordation for the project, the applicant shall submit a copy of the Notice of Intent and shall provide a copy of the required Storm Water Pollution Prevention Plan (SWPPP) to the City. A copy of the SWPPP must be maintained on the project site during grading and construction activities.

Monitoring: City staff shall review the documentation prior to map recordation for the project. City staff shall site inspect during construction for compliance with the SWPPP.

HYDRO/WQ 1-2: Applicant shall submit drainage and grading plans with a final hydrology report for review and approval by Community Services and Building staff. The plan shall incorporate appropriate Best Management Practices to minimize storm water impacts to the maximum extent feasible in accordance with the City's Storm Water Management Plan.

Plan Requirements and Timing: The plans shall include but not be limited to bio-swales, permeable paving, on site detention, fossil filters and other operational features. The plans shall also include an erosion control plan for review and approval by Community Services staff prior to the issuance of any

LUP for the project. After installation of any drainage improvements or erosion control measures, the applicant shall be responsible for on-going maintenance of all improvements in accordance with the manufacturer's specifications or the approved plans.

HYDRO/WQ 1-3: To prevent illegal discharges to the storm drains, all onsite storm drain inlets, whether new or existing, shall be labeled to advise the public that the storm drain discharges to the ocean (or other waterbody, as appropriate) and that dumping waste is prohibited (e.g., "Don't Dump – Drains to Ocean"). The information shall be provided in English and Spanish. The CC&Rs shall include a notification regarding this requirement.

Plan Requirements and Timing: The location of all storm drain inlets shall be shown on site, building and grading plans prior to approval of any grading and/or land use permits. Labels shall be installed prior to the first occupancy clearance for the project. Standard labels, as available from the Santa Barbara County Public Works or Project Clean Water, shall be shown on the plans and submitted to City prior to approval of any grading and/or land use permits.

Monitoring: The City shall site inspect prior to the first occupancy clearance for the project to verify installation of all stormdrain labels.

Surface Drainage Post Construction (Impact HYDRO/WQ 2)

HYDRO/WQ 2-1 Drainage facilities shall be constructed to adequately collect stormwater runoff generated on-site.

Plan Requirements: The applicant/owner shall submit a Drainage and Stormwater Management Plan that has been prepared by a licensed civil engineer. The Plans shall include hydrologic calculations of site runoff flows and plans for drainage facilities designed to accommodate these flows. It shall demonstrate that the quantity of stormwater runoff generated at the site can be accommodated within the capacity of the existing storm drain system. Features of the Plan shall also be shown on grading plans submitted for a grading permit for the project.

Timing: Prior to map recordation, the Plans shall be submitted to the City for review and approval.

Monitoring: City staff shall site inspect to ensure drainage is handled according to the approved plans.

Residual Impact

With implementation of the above mitigation measures, the project's residual hydrology and water quality impacts would be less than significant.

LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Physically divide an established community?				✓	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for purpose of avoiding or mitigating an environmental effect?				✓	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓	

Existing Setting

The Land Use Element of the City's General Plan provides a land use designation of Planned Residential (R-P) for the project site. According to Land Use Policy LU 2.5, the intent of the Planned Residential designation is to allow flexibility and encourage innovation and diversity in design of residential developments. This is accomplished by allowing a range of densities and housing types, while requiring a provision of a substantial amount of open space and other common amenities within new developments

The zoning designation of the site is DR-12 (Design Residential, Maximum of 12 units per acre). Consistent with the Planned Residential land use designation, DR zoning is intended to provide standards for traditional multiple residences as well as allow flexibility and innovation in design by allowing a wide range of densities and housing types while requiring a substantial amount of open space.

The project site is within an urbanized area of the City with a mix of commercial, residential and transportation corridor uses within the site's surroundings. A summary

of adjacent existing land uses and associated land use designations is provided in **Table LP-1**.

Table LP-1
Surrounding Land Uses

Direction from the Project Site	Existing Land Use	GP/CLUP land use designation
Project Site	Vacant	Planned Residential
North	Attached and detached single-family residences	Planned Residential
South	Calle Real / US U.S. Highway 101 / Union Pacific RR ROW	Public / Quasi-Public
East	Attached Condominiums	Planned Residential
West	Small Commercial Center / Convenience Goods	Community Commercial

Thresholds of Significance

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

Project Specific Impacts

Established Community

The project site represents an infill project. It is bound to the west by the Padre Shopping Center, which contains both one-story and two-story commercial buildings. These adjacent uses include a Citgo gas station, 7-Eleven convenience store that is backed by a two-story commercial office building, and one-story commercial structure at the rear of the property. The proposed two-story residential structures would not create a physical division within the existing community. The project would also be compatible with the adjacent commercially developed site to the west and the properties that abut both the eastern and northern sides of the project site, which contain eight multi-family residential buildings and associated covered parking structures and a swimming pool complex in a planned residential development. In addition, the project does not involve

modifications to the existing circulation network within the community. Therefore, there would be no impact related to dividing an established community.

Land Use Plan

The project is consistent with the General Plan land use designation of Planned Residential in terms of the types of residences proposed, densities, design and function as a transition between businesses and single-family residential areas. Under the City's Inland Zoning Ordinance (Article III), the DR zoning designation is intended to carry out the intent of the Planned Residential designation. The DR-12 zoning designation allows up to 12 units per acre.

Although the project is consistent with the City General Plan and is an allowed use within the DR-12 zoning designation, the proposed specifications of the project are currently not consistent with all provisions of the Zoning Code. Modifications to specific zoning ordinance requirements are being requested as detailed in the project description.

Additionally, the project would include an application under the State Density Bonus Law to obtain incentives for providing two affordable units. Locally, the requested incentives would include modifications to the development standards as required under Article III for those specifications the project would not meet as provided in the project description. Such modifications to Article III are permitted pursuant to Section 35,317.8 *Conditions, Restrictions, and Modifications* of the Article upon approval of the applicable approving authority.

Conservation Element

Per Figure 4-1 of the Conservation Element, no Environmentally Sensitive Habitats Areas (ESHAs) or special status species occur on the project site. No other conservation plans are noted within the City. Therefore, the project would not result in impacts to conservation plans.

Cumulative Impacts

The project is consistent with existing and planned land uses in the vicinity of the project as the area grows in accordance with the General Plan. There are no related projects in the immediate vicinity that, in combination with the proposed project, would change the surrounding land use patterns. Therefore, cumulative impacts related to land use and planning would be less than significant.

Required/Recommended Mitigation Measures

There are no land use and planning–related mitigation measures required or recommended for the project.

Residual Impact

The project's residual land use and planning impacts would be less than significant.

MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓	
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?				✓	

Existing Setting

There are currently no existing or planned surface mining operations located within the City of Goleta. There are also no state designated mineral resource areas within the City. An oil extraction operation, known as the Ellwood Oil Field, is located within the City in the Ellwood Mesa area. The Ellwood Mesa also contains the Venoco oil and gas processing facility.

Thresholds of Significance

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

Project Specific Impacts

The proposed project would not result in the loss of mineral resources that are of value to the region or the state and would not otherwise interfere with or preclude access to mineral resources. Therefore, the project would result in no impacts to mineral resources.

Cumulative Impacts

The proposed project would have no impact on any cumulative loss of mineral resources or resource recovery sites.

Required/Recommended Mitigation Measures

Since no impacts would occur, no mitigation measures are required or recommended.

Residual Impact

The project's residual mineral resource impacts would be less than significant.

NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓			
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				✓	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				✓	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓			
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 expose people residing or working in the project area to excessive noise levels?			✓		
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓	

Existing Setting

Noise is defined as unwanted or objectionable sound. The measurement of sound takes into account three variables; 1) magnitude, 2) frequency, and 3) duration.

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

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

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

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

Noise exposure contours map points of equal average noise levels in the same way that topographic contours map points of equal elevation. The project site lies within the 60-70 dB Community Noise Equivalent Level (CNEL) noise exposure contours within the City. The primary sources of noise in the area are vehicular traffic on Calle Real, Highway 101, and the Union Pacific Railroad Right of Way, aircraft operations at the Santa Barbara Municipal Airport, neighboring commercial operations such as the adjacent gas station.

Thresholds of Significance

A significant impact on Noise would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual.* The City's adopted thresholds assume that outdoor CNEL noise levels in excess of 64 dB are considered to pose significant noise impacts on sensitive receptors and the maximum acceptable noise level for interior living areas due to exterior noise sources is 45 dB CNEL (with doors and windows closed).

Project Specific Impacts

a) As noted above, the project site is located within the existing 60-70 dB CNEL noise contours of the City. Prior to incorporation of the City of Goleta, the County of Santa Barbara approved a residential development on the site known as the El Encanto Apartments. This proposal was the subject of noise study prepared by Artntek (2001). To facilitate assessment of potential noise impacts resulting from the Citrus Village proposal, the applicant's consulting noise engineer (URS) submitted a review of the previous noise assessment prepared for the property, updated for the current project design and more recent estimates of future traffic volumes (March 7, 2005)[6].

The study used the SOUND32 model to estimate exterior noise levels on the property at representative locations under current conditions with no barriers, future conditions with no barriers, future conditions with houses only; and future conditions with 6-foot walls near Buildings B and D, and 7-foot walls near Buildings A and C.

Results showed that future exterior noise levels at building sites within the project boundary will range from approximately 69 dBA (affecting Unit 3 in Building B and Unit 7 in Building D) to 74.4 dBA (affecting Unit 1 in Building A, and Unit 5 in Building C). The study states that interior noise level is a function of the sound transmission loss qualities of the construction material and surface area of each element, with doors and windows generally being the acoustical weak link in a building. Further, the study states that by limiting the number and size of these openings on the sides of the building exposed to noise, interior noise levels will be minimized. Unit 1 in Building A and Unit 5 in building C would be exposed to the greatest amount of noise. Units 1 and 5 have windows facing south. Both units have entrance patios on the south side near the front doors.

Results for future exterior noise levels with inclusion of the 6 and 7-foot walls show that the noise levels within the yards would be at or below 65 dBA Ldn.

Since the project site lies within an area of the City where the CNEL is greater than 65 dB, the exposure of the proposed residential uses to such noise levels would be considered a potentially significant impact **(Impact NSE 1)**.

b,f) The proposed project would not result in the exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels. There are no private airports or airstrips in the vicinity of the project site. Such impacts are not anticipated as a result of this project.

[6] The traffic volumes used were reviewed and approved by the City's traffic engineer.

c) As a residential project, this proposal would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. No such impacts are anticipated to occur as a result of project implementation.

d) The project site is located within close proximity to sensitive noise receptors, specifically the residential development to the north and east of the project site. Noise associated with heavy equipment operation and construction activities can average as high as 95 dB or more measured 50 feet from the source. At a point-source attenuation rate of 6 dB for each doubling of distance from the source, construction equipment noise levels at 95 dB would not decrease to below the 65 dB threshold for sensitive receptors until the distance between the source and receptor reach 1,600 feet. Since the residential units to the north and east of the property lie within a 1,600 foot radius of the project site, construction noise would be considered to pose a potentially significant impact on sensitive receptors in the area **(Impact NSE 2)**.

e) Although the project site does lie within the area of influence of the Santa Barbara Municipal Airport as defined by the Santa Barbara County Airport Land Use Plan, it is outside of any airport noise contour of 65 dB or greater. As such, noise impacts from airport operations on the proposed project would be considered less than significant

Cumulative Impacts

Short term project construction noise would result in a potentially significant cumulative noise impact on sensitive receptors, including the residential development to the north and east of the project site.

Required Mitigation Measures

Noise Exposure (Impact NSE 1)

NSE 1-1 The project shall incorporate measures listed in the current version of the Acoustic Design Manual and all construction techniques and recommendations of the URS Noise Study (March 7, 2005) to reduce exterior and interior sound levels to below 65 and 45 dBA CNEL, respectively.

Plan Requirements and Timing: All construction techniques and recommendations of the noise study shall be incorporated into design of the project and detailed on building plans. These measures include:

- Provide forced air ventilation systems for all units in order to allow windows to be kept closed.

- Use windows with a minimum Sound Transmission Class (STC) rating of 30 throughout the project.
- Other than on the northernmost units (Units 9-11 in Building E), restrict doorways to avoid facing south. All exterior doors shall be solid core with tight fitting seals. Sliding or French doors that provide patio access shall have a STC rating of not less than 30.
- Design all attic vents to be baffled and acoustically treated.
- Provide all fireplaces with closable dampers.
- If these specifications are altered, prepare an acoustical engineering report in conjunction with submittal of the building permit applications. If alternative noise reduction techniques are designed in the project, the report shall demonstrate that they achieve an equivalent mitigation of noise impacts and provide Ldn values of 45 dBA or less.

A acoustic survey shall be submitted to Planning & Environmental Services prior to occupancy showing that the required levels have been attained.

Monitoring: Building inspectors shall ensure that all noise control measures have been constructed pursuant to the approved plans. Planning & Environmental Services will ensure recommended levels have been reached prior to occupancy clearance.

Temporary Increase in Noise Levels (Impact NSE 2)

NSE 2-1 Construction activity for site preparation and for future development shall be limited to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday. No construction shall occur on State holidays (e.g. Christmas, Thanksgiving, Memorial Day, 4th of July, Labor Day). Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities such as interior painting are not subject to these restrictions.

Plan Requirements and Timing: Two signs stating these restrictions shall be provided by the applicant and posted on site prior to commencement of construction. The signs shall be in place prior to beginning of and throughout all grading and construction activities. Violations may result in suspension of permits.

Monitoring: City staff shall spot to verify compliance and/or respond to complaints.

NSE 2-2 The applicant shall notify sensitive receptors and contiguous property owners with a preliminary construction activity schedule in advance of any and all construction activities. The construction manager's (or representative's)

telephone number shall also be provided with the notification so that community concerns can be communicated.

Plan Requirements and Timing: The applicant shall submit a copy of the construction activity schedule, mailing list, and proof of mailing to the City of Goleta prior to initiation of any earth movement.

Monitoring: The City of Goleta shall site inspect to ensure compliance in the field during construction and respond to complaints.

Residual Impact

With implementation of the required mitigation measures, the residual project specific and project contribution to cumulative Noise impacts would be less than significant.

POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Induce substantial 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)?			✓		
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓	

Existing Setting

The City's population in 2005 was 30,679, which was approximately 7.3 percent of the County's population.[7] Upon build-out of the General Plan to the year 2030, the City's population is expected to reach 38,100. In 2000 the estimated average household size was 2.99 persons.

[7] City of Goleta GP/CLUP Final EIR, Section 3.8 *Population and Housing.*

In January 2005 there were an estimated 11,486 housing units within the City. Upon full build-out, in accordance with its General Plan, the City will have zoned areas for an additional 3,880 residential units (a 33 percent increase over the 2005 conditions), which will include 480 single-family units and 3,400 multi-family units, a greater proportion of multi-family units to single family units than exists currently. Pursuant to requirements for the City to contribute to regional housing needs, the City must zone for an additional 2,388 dwelling units by June 30, 2009. The General Plan identifies vacant sites available for development of approximately 3,681 dwelling units, while sites that may be subject to redevelopment and include a residential component may make up the remaining balance. It is estimated that the additional residential development provided for in the General Plan would result in an increase in population of approximately 7,420 persons.

Thresholds of Significance

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

Project Specific Impacts

The proposed project would result in the addition of 11 multi-family residential units of two and three bedroom variations. Based on an average of 2.65 people per attached unit, persons per household for these housing types, the project would allow the City to accommodate housing needs for an additional 30 people. Therefore, the project would induce population growth. However, since this project site is identified as a vacant site with a General Plan designation of multi-family residential, this increase in population is accounted for within the estimates anticipated under build-out of the City's General Plan and environmental impacts were considered within the General Plan Final EIR. With the addition of housing supply, the project would result in a beneficial impact with respect to a reduction in the City's overall jobs:housing ratio. Impacts related to population growth inducement are less than significant.

Since the project involves an increase to the City's housing supply and would be constructed on existing vacant land, there would be no impacts relative to the displacement of existing housing or people.

Cumulative Impacts

The proposed project would contribute to the population growth of the City and the region. However, the population growth has been forecasted in planning documents (e.g. the City General Plan), and is consistent with the land use designation for housing types and numbers. Therefore, the project's cumulative population and housing impacts would be less than significant.

Required/Recommended Mitigation Measures

Since there are no potentially significant population and housing impacts expected as a result of the project, no mitigation measures are required or recommended.

Residual Impact

The project's residual population and housing impacts would be less than significant.

PUBLIC SERVICES

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

Existing Setting

Fire Protection

Fire protection services for the City of Goleta are provided by the Santa Barbara County Fire Department (SBCFD). SBCFD serves a population of approximately 165,000 individuals within 1,441 square miles of unincorporated and incorporated territory. Services are provided by six fire stations in the Goleta Valley area, three of which are located within City of Goleta limits: Stations 11, 12, and 14. In combination, these three stations serve approximately 44,177 individuals.[8]

[8] City of Goleta General Plan/Coastal Land Use Plan, adopted October 2, 2006.

The GP/CLUP employs three standards with respect to the provision of fire protection services, which include:

- A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 persons is the ideal goal, however, one firefighter for every 4,000 persons is the absolute maximum population that can be adequately served;
- A ratio of one engine company per 16,000 persons, assuming four firefighters per station, represents the maximum population that the SBCFD determined can be adequately served by a four-person crew; and
- A five-minute response time in urban areas.

The General Plan requires that new development provide two routes of ingress and egress but allows for a waiver of this requirement when secondary access cannot be provided and maintenance of fire safety standards are ensured by other means (PF 3.4.a.). The policy also states that all private roads that provide access to structures served by the SBCFD shall be constructed at a minimum to the Department's standards (PF 3.4.b.).

Police Protection

The Santa Barbara County Sheriff's Department (SBCSD) provides police protection services within the City limits under contract to the City of Goleta. The SBCSD protects an area of 2,744 square miles with over 189,000 citizens. The City of Goleta is divided into three patrol units (beats), and one police car is assigned to each area, and is supplemented by County Deputies during an emergency.[9] City of Goleta police operate from three locations: the City of Goleta offices, an office located in Old Town on Hollister Avenue and the other located at the Camino Real Marketplace. The City of Goleta police also use facilities at the SBCSD headquarters located in the unincorporated area between Turnpike Road and El Sueno Road. The SBCSD headquarters houses the Goleta Valley Bureau at 4434 Calle Real. The SBCSD has 300 employees, with 34 sworn deputies employed at the Calle Real Station.[10] This station services a population of approximately 30,000.

Schools

The elementary school that serves the project site is the Brandon Elementary School. The SBHSD secondary schools that serve the site are Goleta Valley Junior High School and Dos Pueblos High School. **Table PS-1** provides current enrollment and capacity levels for each of the schools. As shown, all of the schools that serve the project site are currently operating below capacity.

[9] City of Goleta, General Plan, Section 3.12-1, adopted October 2, 2006.
[10] Written correspondence from Lieutenant Chris Pappas of the Santa Barbara County Sheriff's Department dated May 26, 2006.

Table PS-1
Existing Enrollment and Capacity

School	Enrollment	Capacity	Capacity Utilization
Brandon Elementary School	421	575	73.2%
Goleta Valley Junior High School	907	1,269	71.5%
Dos Pueblos High School	2,257	2,565	88.0%

Sources: Personal communication with Ralph Patrick, Goleta Union School District, July 25, 2008. Written Communication from David Hetyonk, Director of Facilities & Operation, Santa Barbara School District, March 14, 2006. www.goleta.k12.ca.us, www.schooldigger.com/go/CA/schools/1551006622/school.aspx

Parks

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

Thresholds of Significance

A significant impact on Public Services would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds & Guidelines Manual* includes thresholds of significance for potential impacts on area schools. Specifically, under these thresholds any project that would generate enough students to generate the need for an additional classroom using current State standards, would be considered to result in a significant impact on area schools.[11]

Project Specific Impacts

Fire Protection

The proposed project would develop 11 condominium units. Based on a County average of 2.65 people per attached unit,[12] the project would generate an increased City population of approximately 30 people. Fire Station No. 11, located near Storke Road, south of Hollister Avenue at 6901 Frey Way, is the primary station serving the project site and is within the five minute response time. The ratio of service (population/firefighter) for Station No. 11 is 7,198, which exceeds the maximum acceptable level of 4,000. With the addition of the proposed project, this ratio would

[11] Current State standards for classroom size are as follows:
Grade K-2—20 students/classroom; Grade 3-8—29 students/classroom; Grades 9-12—28 students/classroom
[12] City of Goleta *Environmental Thresholds and Guidelines Manual*, October 2002, Page 162.

increase to 7,208. To account for increases in population with under build-out of the General Plan, the Plan includes provisions for an additional fire station (Station No. 10) and fire personnel, which would reduce the Fire Protection service ratio to within acceptable levels. Therefore, the proposed project would contribute to the need to construct new facilities. The General Plan has identified a two-acre site in western Goleta. Per Policy PF 3.3 of the Plan, the project would be required to contribute its fair share of impact fees toward the station development.

The proposed project plans incorporate design features to allow for adequate fire protection in accordance with the County Fire Department's requirements. The project includes features that prohibit parking within the fire lane access-way, maintaining a width of 24 feet, and a "hammerhead" type turnaround at the rear of the access-way. The Fire Department has reviewed the proposed project. With respect to the width of access to the project off Calle Real, in a letter dated April 5, 2005 the Fire Department explains that design of the proposed project with all of the garages oriented towards the accessway assures that parking cannot occur in the fire lane access-way. Due to the units being two-story (and not three-story) ground ladders can reach the roof at the proper angle of inclination. Based on these two conditions the Fire Department will accept the 24-foot proposed access-way. Therefore, the proposed project would result in a less than significant impact related to fire protection services.

Police Protection

The City's General Plan provides an estimate that a population of increase of 7,500 individuals from build-out of the General Plan would result in the need to hire 7 to 10 police additional officers over time. As a part of this anticipated growth, the proposed project would contribute approximately 30 people. The standard police officer to population ratio ranges from one officer for every 750 individuals to one officer for every 1,071 individuals. Since the proposed project is expected to generate approximately 30 individuals, it would not by itself generate the need to add an additional officer to the SBCSD, but would contribute to the anticipated future need for additional police officers associated with City-wide growth.

It is estimated that a minimum of 400 square feet of police administrative center space is required per 1,000 in population. The proposed project's demand for police protection services would not by itself result in the need a new physical facility and therefore would not result in a significant impact at a project level. Although the project would contribute to the potential future need for new police administrative space, there are currently no plans for construction of a new facility. Therefore, the potential for associated physical impacts is speculative at this point in time. As such, the proposed project would result in a less than significant impact associated with an additional police facility.

Schools

To estimate the number of students added to the District from new residential units, the District utilizes the student generation factors shown in **Table PS-2**.

Table PS-2
GUSD and SBHSD Student Generation

School	Generation Factor (Students/ Unit[1])	Number of Units	Number of Students Generated by Project	Fall 2007-2008 Enrollment Plus Project	Percent Capacity Utilization with Project
Brandon Elementary School	0.2	11	3	427	74.3
Goleta Valley Junior High School	0.04	11	1	815	64.2
Dos Pueblos High School	0.05	11	1	2366	92.2

As noted above in Table PS-2, the project would generate five students for the Elementary, Junior High and Senior High Schools. This number of school aged children to potentially live in the proposed units would have no adverse impact on enrollment. This projected increase is considered a less than significant impact on schools.

Parks

The project specific and cumulative impacts related to parks are discussed below under *Recreation*.

Other Public Facilities
The project is not expected to result in impacts to other public facilities not listed above.

Cumulative Impacts

The proposed project would make no measurable contribution to cumulative impacts on fire or police protective services or the demand for parks and other public facilities and services.

Required/Recommended Mitigation Measures

The project would not result in significant project level or cumulative impacts to public services. Therefore, no mitigation measures are required or recommended.

Residual Impact

The project's residual public services impacts would be less than significant.

RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓		
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?			✓		

Existing Setting

According to the General Plan inventory of existing parks and open space, as of 2005, the City contains approximately 526 acres of parkland and open space areas available for recreational purposes. The 526 acres equates to approximately 17 acres of recreational area per 1,000 residents.

Thresholds of Significance

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

Project Specific Impacts

The proposed project would include a "tot lot" at the western portion of the property, north of Building B as shown in Figure 1. At the eastern portion of the site, the project would include a BBQ and picnic area with landscaping (also shown in Figures 1 and 6). As provided in Figure 3.10-3 of the City of Goleta GP/CLUP Final EIR, there are several existing neighborhood open space areas, neighborhood parks, and community parks within the vicinity (i.e. one mile) of the project that could accommodate local recreational demands of the project residents. Given the available supply of recreational facilities, the small number of residents added to the area as a result of the proposed project (30

people), and the project's provision for on-site recreational facilities, the project's recreation impacts are considered less than significant.

Cumulative Impacts

The proposed project in combination with other proposed residential uses within the City would increase the City's population resulting in a cumulative increase in impacts to the City's recreational capacity. Given the small number of residents added to the area as a result of the proposed project (30 people) and the project's provision for on-site recreational facilities, the project's contribution to cumulative impacts are considered less than significant.

Required/Recommended Mitigation Measures

Since there are no significant project specific or cumulative impacts, no mitigation measures are required or recommended.

Residual Impact

The proposed project's residual recreation impacts would be less than significant.

TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			✓		
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			✓		
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓		
e. Result in inadequate emergency access?		✓			
f. Result in inadequate parking capacity?		✓			
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?		✓			

Existing Setting

The property is located near the northeast corner of the intersection of Calle Real and Ellwood Station Road in northwest Goleta. The site is within a developed residential and commercial area and is bound on three sides by urban development, including condominiums to the north and east, Calle Real, U.S. Highway 101 and the Union Pacific railroad right of way to the south, and Padre Shopping Center, including a Citgo gas station, 7-Eleven convenience store, and one and two-story commercial buildings to the west. The street network generally affected by the project is bound by Ellwood

Station Road to the west, Calle Real to the south, and Glen Annie/Storke Roads to the east.

At the project location, Calle Real has one eastbound through lane, one westbound through lane, and one westbound right lane. The existing north curb face of Calle Real is aligned with the adjacent properties to the east and west of the project site. No curb cuts or westbound bike lane exist along the project frontage on Calle Real. The nearest MTD bus stops are located on Ellwood Station Road.

Thresholds of Significance

A significant impact on Transportation/Traffic would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds of significance are set forth in the City's *Environmental Thresholds & Guidelines Manual* and include the following:

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

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

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

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

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

Project Specific Impacts

a). The applicant's consulting traffic engineer (Orosz Engineering Group, Inc.) submitted a traffic analysis dated March 8, 2005 comparing the potential impacts identified for the previously approved El Encanto Apartment project and the proposed project. This analysis concluded that there would be a net decrease in trip generation for the proposed project when compared to the previously approved project. However, since traffic analyses must be conducted relative to the existing undeveloped baseline conditions at the site, the site specific traffic analyses for this project were quantitatively and qualitatively developed by City staff.

The site specific trip generation estimates for the new traffic which would be generated by the proposed project when compared to the baseline or undeveloped site were calculated based on average trip generation rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Report (Seventh Edition). Using the ITE average trip generation rates for residential condominium/townhouse, the project is estimated to generate a net total of 65 new average daily trips (ADT; 5.86 trips per DU) and 6 P.M. peak hour trips (0.52 trips per DU).

Table TR-1 shows the existing P.M. peak hour study area intersections. Potential project impacts to these study area intersections were evaluated by considering the existing LOS, the potential new project trips that could be oriented through these intersections, and the amount of project trips that could result in an impact based on City thresholds. As shown in the table below, the study area intersections are currently operating in the LOS B-C range during the P.M. peak hour. Even if all of the P.M. peak hour project trips were oriented through each of these intersections, the project traffic would not be great enough to cause any significant impacts based on City impact thresholds. And since the project traffic will become more disbursed at the intersections farther from the project site, it can be surmised that the project will not cause any significant impacts to any intersections within the study area. Project specific impacts on all intersection operations within the project travelshed would therefore be considered to be adverse but less than significant.

Table TR-1
Existing P.M. Peak Hour Levels of Service

Intersection	Existing LOS	V/C
Glen Annie Road/US-101 NB Ramps	B	0.651
Storke Road/US-101 SB Ramps	C	0.727
Storke Road/Hollister Avenue	C	0.774

b). Per the Santa Barbara County Association of Government's (SBCAG) Guidelines, a Congestion Management Analysis should be conducted to identify potential impacts to the Congestion Management Program (CMP) system if total trip generation exceeds 50 peak hour trips or 500 daily trips. A significant impact to the City's CMP system may occur if:

i. any roadway or intersection currently operating at LOS A or B decreases operational levels by two levels of service as a result of project added traffic;
ii. any roadway or intersection operating at LOS C for which project added traffic results in LOS D or worse;
iii. intersections on the CMP system with existing congestion experience the following as a result of project implementation:

LOS	Added Peak Hour Trips
D	20 trips
E	10 trips
F	10 trips

In this particular instance, additional traffic volumes resulting from the proposed project would be below both of the City's initial screening levels. Therefore, the project's addition of approximately 6 P.M. peak hour trips would not be considered to pose either a project specific, significant impact or significant contribution to cumulative impacts on the City's CMP system.

c) The proposed project lies outside of any airport approach or clear zone and would have no impact on air traffic patterns.

d). At the project location, Calle Real has one eastbound through lane, one westbound through lane, and one westbound right lane. The existing north curb face of Calle Real is aligned with the adjacent properties to the east and west of the project site. One curb cut would be created to access the site but would not substantially increase hazards due to a design feature or incompatible use. Impacts would be considered to be less than significant.

e) Access to the site is proposed via one two-way driveway, proposed to be 24 feet wide, taken directly from Calle Real. The Fire Department has determined that the proposed 24-foot wide driveway with hammerhead turnaround would allow proper emergency access to the parcel as long as there is no parking along the main drive aisle and "no parking" signage and red curbs are installed. Unless these standards are maintained, emergency vehicle access would be considered deficient and as such pose a potentially significant emergency vehicle access impact (**Impact TR 1**).

f) *Long Term Parking*
The Article III, Division 6 Parking Regulations require two spaces per dwelling unit for two-bedroom dwellings, 2.5 spaces per dwelling unit for three or more bedroom dwellings, and one visitor parking space per five dwelling units. The proposed project includes ten 3-bedroom dwellings and one 2-bedroom dwelling. Therefore, 30 spaces for the eleven residential units would be required per the zoning ordinance. The proposal would be one space short of meeting the zoning ordinance requirement by providing 29 parking spaces. However, the proposed project includes a request for application of State Density Bonus Law (Government Code §65915 *et. seq)* relative to the granting of incentives for the provision of two affordable units. Specifically, the proposal includes a request for a modification to the number of parking spaces required pursuant to Government Code §65915(p)(1)(b) which requires two parking spaces for each 2 and 3-bedroom units (inclusive of handicap accessible and visitor spaces). This standard would result in the requirement for 22 spaces, and the 29 spaces proposed would exceed the requirement by seven spaces.

Short Term Construction Parking
Vehicular access to the project site for construction activities and workers is only available from Calle Real. There is no available vehicular parking along the section of Calle Real fronting the project site. Because construction activities often conflict with onsite construction vehicle parking, such vehicles may have to be parked offsite for significant amounts of time. While offsite parking in the near vicinity is available, it is not on land owned by the applicant. As such, demand for construction related vehicle parking either on or offsite is considered to pose a potentially significant, short term parking impact (**Impact TR 2**).

g) The project would not adversely affect any existing or planned bus stops in the area. The site is within close proximity to bus service (MTD Line 23) along at Ellwood Station making public transportation access to the project feasible for residents. The enclosed garages could provide bike parking space for residents. Additionally, the project proposes a bike parking area north of the tot lot. However, no bike lane exists along the project frontage on Calle Real. As such, two mitigation measures are recommended to encourage use of alternative transportation and reduce project trip generation.

Cumulative Impacts

No intersections within the project's travelshed would experience a significant change from cumulative to cumulative + project conditions as a result of project implementation. The project's contribution to cumulative traffic impacts in the City would be addressed by payment of the required traffic development impact mitigation fees. As such, under the City's thresholds, project contributions to cumulative traffic conditions at area intersections would be considered to be less than significant.

Required Mitigation Measures

Emergency Access (Impact TR 1)

TR 1-1 To prevent parking along the main drive aisle and maintain emergency vehicle access, the applicant shall paint the rolled curbs red and install "no parking" signage.

Plan Requirements & Timing: The design of this signage shall be reviewed and approved by the Fire Department and City staff prior to approval of a Land Use Permit. These signs shall be installed at locations approved by the Fire Department prior to occupancy clearance.

Monitoring: City staff shall verify compliance prior to approval of a Land Use Permit and prior to occupancy clearance.

Short Term Construction Parking (Impact TR-2)

TR 2-1 Construction vehicle parking and/or staging of construction equipment or materials, including vehicles of construction personnel, is prohibited along both Calle Real and Ellwood Station Road.

Plan Requirements & Timing: The applicant shall prepare a construction vehicle parking plan, including provisions for construction personnel parking and construction equipment/materials staging, for both on and offsite locations in the vicinity of the project site the precludes the need for any construction related parking or equipment/materials staging on either Calle Real or Ellwood Station Road. Said plan shall be reviewed and approved by City staff prior to approval of any Land Use Permit for the project.

Monitoring: City staff shall periodically monitor in the field to verify compliance throughout all construction activities.

Alternative Transportation

The following measures are recommended to further encourage use of alternative transportation and reduce project trip generation.

TR 3-1 A total of five (5) bike parking spaces shall be provided. Bicycle racks shall be the "Inverted U" type in compliance with the SBCAG Traffic Solutions recommended bicycle rack. Minor adjustment in bicycle parking locations may be approved by the Planning and Environmental Services Department.

Implementation and Timing. Final plans showing bicycle parking locations and type shall be reviewed and approved by the City of Goleta prior to approval of a Land Use Permit.

Monitoring. The City of Goleta shall perform site inspections to ensure implementation according to approved plan prior to the first occupancy clearance.

TR 3-2 Calle Real shall be re-striped to include an eastbound and westbound bike lane from the east side of the project through Ellwood Station Road as approved by the City Engineer.

Implementation and Timing. Final plans showing the re-striping plan shall be reviewed and approved by the City of Goleta Community Services Department prior to approval of a Land Use Permit.

Monitoring. The City of Goleta shall perform site inspections to ensure implementation according to approved plan prior to the first occupancy clearance.

Residual Impact

With implementation of these mitigation measures, residual project specific Transportation/Traffic impacts would be considered less than significant.

UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓		
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓		
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓		
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?		✓			
e. 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?		✓			
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓		
g. Comply with federal, state, and local statutes and regulations related to solid waste?			✓		

Existing Setting

Wastewater Treatment

The Goleta West Sanitary District (GWSD) provides sewer service in the project area. Sewage travels along gravity fed collection sewers to a main trunk line. The trunk line terminates at the GWSD pump house located on the UCSB campus Lot 32, at which point the waste is transferred via a pressurized line running parallel to the Santa Barbara Airport, to the Goleta Sanitary District's (GSD) treatment plant located on

William Moffet Place next to the Santa Barbara Municipal Airport[13]. Treatment of wastewater collected by GWSD is provided through a contract with the Goleta Sanitary District (GSD). The GSD treatment plant has a capacity of 9.7 million gallons per day (based on average daily flow) but is currently limited to 7.64 million gallons per day under a National Pollutant discharge Elimination System (NPDES) permit issued by the US environmental Protection Agency with concurrence from the Central Coast Regional Water Quality Control Board. Disposal of treated effluent is by ocean outfall offshore from Goleta Beach under its agreement with GSD. GWSD is allocated 40.78 percent of the capacity at the sewage treatment plant, which equates to about 3.12 million gallons per day. GWSD currently generates approximately 1.71 mgd of sewage that is treated at the GSD plant, resulting in about 1.41 mgd of remaining capacity in the GWSD's existing system.[14]

Drainage Facilities

The area of the project is urbanized and contains storm drain systems along Calle Real. Runoff is then directed to El Encanto Creek to the southeast and is then channeled to the Devereux Slough. Adjacent properties have drainage facilities on-site that convey storm water runoff to the appropriate channels.

Water Supply

The Goleta Water District (GWD) is the water purveyor for the City of Goleta. The GWD currently has four sources of water: surface water from the Lake Cachuma Project; surface water from the State Water Project; ground water from the Goleta basin; and recycled water. These sources delivered an estimated 15,300 AFY to the GWD in 2005 and together are expected to be able to provide approximately 17,670 Acre Feet per Year (AFY) to the GWD through the year 2030.[15]

The Lake Cachuma Project provides approximately 9,320 AFY, the State Water Project provides approximately 4,500 AFY, ground water sources provide approximately 2,350 AFY, and recycled water facilities provide up to 1,500 AFY.[16] The GWD rights to ground water were adjudicated in a lawsuit that was filed in 1973 *Wright v. Goleta Water District* and finally settled in 1989. "The Wright Judgment" stipulated a safe ground water yield from the ground water basin of 3,410 AFY and gave the GWD rights to 2,350 of that amount based on a ten-year average.[17]

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[13] Personal communication with Diane Powers, Goleta West Sanitary District, October 2006.
[14] City of Goleta General Plan FEIR, September 2006, page 3.12-5.
[15] Urban Water Management Plan: Goleta Water District, Final December 20, 2005, Section 3 "Water Sources." Available at www.goletawater.com as of 1/26/05.
[16] Ibid.
[17] City of Goleta, General Plan Report: Water, 3/26/04, p. 9.

Landfill Capacity and Solid Waste

The Santa Barbara County Public Works Department owns and operates the Tajiguas Landfill, the Santa Ynez Valley Recycling and Transfer Station, the South Coast Recycling and Transfer Station, the New Cuyama Transfer Station, and the Ventucopa Transfer Station. The management of solid waste by the Department includes collection, recycling, disposal, and mitigation for illegal dumping. Within the City, collection services are provided by Marborg Industries and BFI Waste Systems. Waste generated in the City is handled at the South Coast Recycling and Transfer Station where recyclable and organic materials are sorted out. The remaining solid waste is disposed of at the Tajiguas Landfill.

The 80-acre Tajiguas Landfill, located 26 miles west of Santa Barbara, has a permitted capacity of 23.3 million cubic yards and is permitted to operate through 2020. The South Coast recycling and transfer Station processes 550 tons of waste per day.[18]

Thresholds of Significance

A significant impact on Utilities and Service Systems would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, under the City's *Environmental Thresholds & Guidelines Manual*, a project that would generate 196 tons of solid waste/year, after receiving a 50% credit for source reduction, recycling, and composting would result in a project specific, significant impact on the City's solid waste stream. Any project generating 40 tons/year, after receiving a 50% credit for source reduction, recycling, and composting would be considered to make an adverse contribution to cumulative impacts to the City's solid waste stream.

Project Specific and Cumulative Impacts

Wastewater Treatment

The project would connect to an existing 10-inch diameter sewer main under Calle Real. The Goleta West Sanitary District (GWSD) would collect wastewater generated by the project's 11 condominiums and convey it to the GSD's main treatment plant. Based on an average sewage generation rate of 184 gallons per day per household[19], the proposed project's 11 units would generate 2,024 gallons per day (or 0.002 mgd) of wastewater. As described above, the GWSD has 1.41 mgd of remaining allocated capacity at the GSD treatment plant. The quantity of wastewater generated by the proposed project would not exceed either the GSD's or GWSD's sewage collection and treatment capacity. However, the applicant has yet to provide a District Sewer Service Connection Permit from the GWSD to ensure its capacity can be utilized. Until such a commitment is given by the GWSD, a final determination as to the availability of central sewer service by the GWSD to serve the proposed project cannot be made. As such,

[18] City of Goleta City of Goleta General Plan FEIR, page 3.12-5.
[19] City of Goleta General Plan FEIR, page 3.12-5.

the proposed project poses a potentially significant impact on the availability and adequacy of sewage disposal service (**Impact WW 1**).

Storm Water Drainage Facilities

The project would construct surface water drainage facilities on-site that would connect to existing off-site drainage facilities on Calle Real. The physical impacts of this construction are within the envelope of the entire project. Surface runoff is then directed west to El Encanto Creek and ultimately discharges into the Devereux Slough. Although the project would increase the amount of impermeable surface, which could increase the amount of surface water runoff, the off-site conveyance facilities would not require improvements to increase capacity. Therefore, the project would not result in the need for construction of new storm water drainage facilities off-site that would create significant environmental effects. Impacts as a result of storm drainage facilities are considered less than significant.

Water Supply

The 11 condominiums would use approximately 2.2 AFY[20] of water. This represents approximately 0.014 percent of the water received by GWD in 2005,[21] approximately 0.013 percent of the water available to the GWD in the near future,[22] and between 0.09 and 0.07 percent of the expected increase in water demand over the next twenty years in the area served by the GWD.[23] Given these projections, the GWD has sufficient supply to service this project. However, the applicant has yet to provide a Can & Will Serve letter from the GWD. Until such a commitment is given by the GWD, a final determination as to the availability of central water service by the GWD to serve the proposed project cannot be made. As such, the proposed project poses a potentially significant impact on the availability and adequacy of central water service (**Impact WS 1**).

The project also would not contribute to groundwater overdraft as no wells are proposed onsite. Projects served by the GWD would not cause or contribute to groundwater basin overdraft pursuant to the requirements of the Wright vs. Goleta Water District judgment.

[20] (11 multi-family residential units x 0.20 AFY = 2.2 AFY for the project) See, City of Goleta, General Plan Report: Water, 3/26/04, p. 30-31, for use of 0.20 AFY in projected water demand for multi-family residential units.
[21] See above, the GWD estimated that they received 15,300 AFY in 2005 (11/15,300).
[22] See above, the GWD estimated that they will be able to receive 17,600 AFY for the next 25 years (11/17,600).
[23] The GWD estimates an increase in water demand between 2,500 and 3,300 AFY over the next 20 years. (11 / 3,300) and (11/2,500) See, City of Goleta, General Plan Report: Water, 3/26/04, p. 30.

Solid Waste

Based on the County's averages of 2.65 people per attached residential unit, and the County's solid waste generation rate of 0.95 tons per year per resident, the proposed project's residential units would generate approximately 27.69 tons per year.

The quantity of solid waste to be disposed of at landfills (non-recycled waste) is typically estimated at 50 percent of the total solid waste generation. The non-recycled waste from the proposed project is therefore estimated at 13.85 tons per year. This amount does not exceed the City's project specific threshold of 196 tons per year.[24] Therefore, the proposed project's specific impact on solid waste disposal capacity at the Tajiguas Landfill would be considered less than significant.

Cumulative Impacts

Although project level impacts are considered less than significant, cumulative increases in solid waste generation ultimately lead to reduced landfill capacity over time. However, project generation of 27.69 tons per year is below the City thresholds of 40 tons per year as a significant contribution to cumulative impacts.[25] Therefore, impacts related to solid waste generation are considered less than significant from a cumulative standpoint. Although not required, mitigation has been provided to reduce solid waste generation.

Required Mitigation Measures

Wastewater Treatment (Impact WW 1)

WW 1-1: The applicant shall obtain a Sewer Service Connection Permit from the Goleta West Sanitary District (GWSD).

Plan Requirements & Timing: The applicant shall obtain the Sewer Service Connection Permit from the GWSD and submit it to City staff prior to map recordation.

Monitoring: City staff shall verify compliance prior to map recordation.

Water Supply (Impact WS 1)

WS 1-1: The applicant shall obtain a Can & Will Serve letter from the Goleta Water District (GWD).

[24] City of Goleta Environmental Thresholds Guidelines Manual, October 2002
[25] City of Goleta Environmental Thresholds Guidelines Manual, October 2002

Plan Requirements & Timing: The required Can & Will Serve letter from the GWD shall be submitted to the City prior to map recordation.

Monitoring: City staff shall verify compliance prior to map recordation.

Solid Waste

The following measures are recommended to further reduce the less than significant contribution to cumulative solid waste impacts to the maximum extent feasible:

SW 1-1: The applicant shall develop and implement a Solid Waste Management Program. A letter from the trash/recycle hauler stating that they can provide pickup for individual units shall be required. The program shall identify the amount of waste generation projected during processing of the project. The program shall include the following measures, but is not limited to those measures:

Construction Only

a. Development of a Source Reduction Plan ("SRP"), describing the recommended program(s) and the estimated reduction of the solid waste disposed by the project. For example, the SRP may include a description of how fill will be used on the construction site, instead of sending excess fill material to a landfill, or a detailed set of office procedures such as use of duplex copy machines and purchase of office supplies with recycled content.
b. Implementation of a program to purchase materials that have recycled content for project construction and/or operation (i.e., plastic lumber, office supplies, etc.). The program could include requesting suppliers to show recycled materials content. To ensure compliance, the applicant shall develop an integrated solid waste management program, including recommended source reduction, recycling, composting programs, and/or a combination of such programs, subject to City staff review and approval prior to issuance of any certificate of occupancy

Residential Only

a. Provision of at least 50% space and/or bins for the storage of recyclable materials within the project site;
b. Implementation of a curbside recycling program to serve the development;
c. Development of a plan for accessible collection of materials on a regular basis;
d. Implementation of a backyard composting yard waste reduction program.
e. Implementation of a green waste source reduction program focusing on recycling of all green waste generated onsite.

Plan Requirement and Timing: The applicant shall provide a letter from the trash/recycle hauler prior to approval of a land use permit. The applicant shall submit the Solid Waste Management Program to City staff for review and approval prior to approval of any LUP for the project. Program components shall be implemented prior to occupancy clearance and throughout the life of the project.

Monitoring: City staff shall site inspect during construction and prior to occupancy to ensure solid waste management components are established and implemented. Once the project is occupied, the developer and homeowners association shall be responsible for implementation of the Solid Waste Management Program. City staff shall inspect the site periodically to verify compliance with the Solid Waste Management Program. The developer shall be responsible for funding such inspections through a permit compliance account to be established with the City to verify compliance with all project conditions of approval.

SW 1-2: A Waste Reduction and Recycling Plan (WRRP) shall be submitted to the Community Services Department for review and approval. Said plan shall indicate how a 50% diversion goal shall be met during construction. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite. The applicant/property owner shall contract with a City approved hauler to facilitate the recycling of all construction recoverable/recyclable material. (Copy of contract to be provided to the City.) Recoverable construction material shall include but not be limited to asphalt, lumber, concrete, glass, metals, and drywall. At the end of the project, applicant shall submit a Post-Construction Waste Reduction & Recycling Summary Report documenting the types and amounts of materials that were generated during the project and how much was reused, recycled, composted, salvaged, or landfilled.

Plan Requirements and Timing: This requirement shall be printed on the grading and construction plans submitted for approval of any building, grading, or Land Use Permit. The permittee shall provide receipts for recycled materials or for separate bins to City staff on a monthly basis. Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to occupancy clearance. Materials shall be recycled as necessary throughout all phases of construction.

Monitoring: City staff shall review receipts on a monthly basis and conduct periodic site visits to verify compliance in the field until completion of project construction.

SW 1-3: To prevent construction and/or employee trash from blowing offsite, covered receptacles shall be provided onsite prior to commencement of any grading or construction activities. Waste shall be picked up on a daily basis and receptacles emptied on a weekly basis or more frequently as directed by City staff.

Plan Requirements and Timing: Prior to any Land Use Permit approval for the project, the applicant shall designate and provide to Planning & Environmental Services the name and phone number of a contact person(s) to monitor trash/waste and organize clean-up crews. Additional covered receptacles shall be provided as determined necessary by City staff. This requirement shall be noted on all plans. Trash control shall occur throughout all grading and construction activities.

Monitoring: City staff shall inspect periodically throughout all grading and construction activities to verify compliance.

Residual Impacts

With implementation of the above mitigation measures, residual project specific and cumulative impacts on Utilities & Service Systems, would be considered less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Does the project have the potential to 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, 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?		✓			
b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?			✓		
c. 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)?			✓		
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓			