CITY OF GOLETA

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DRAFT INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION

1. PROJECT TITLE:

Case No. 19-080-DPAM
Hollipat Permanent Parking Lot Development Plan Amendment

2. LEAD AGENCY NAME AND ADDRESS:

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

3. CONTACT PERSON AND PHONE NUMBER:

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4. APPLICANT:

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400 W. Pueblo Street
Santa Barbara, CA 93101
(805) 569-8992
Attn: Scott Allen, Director, Project Management

AGENT:

SEPPS
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Santa Barbara, CA 93101
(805) 966-2758
Attn: Heidi Jones

5. PROJECT LOCATION:

The project site is located at 334 South Patterson Avenue, south of Hollister Avenue in the city of Goleta. The project site encompasses 4.93 gross acres within a 12.7-acre parcel (Assessor Parcel Number [APN] 065-090-028) (see Figure 1).

Figure 1: Project Location and Vicinity

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Additional data provided by Santa Barbara County, 2021.

Fig 2 Project Location

6. PROJECT DESCRIPTION:

The project site is currently developed with an existing parking lot that was constructed in 2008 as a temporary facility to provide adequate parking for patients, visitors, staff, and construction personnel while the currently operational Goleta Valley Cottage Hospital (GVCH) was being constructed. While intended to be temporary in duration, the existing parking lot is paved and striped, and has lighting and minimal landscaping around the edges and interior to the lot. The existing GVCH is located on the west side of Patterson Avenue and replaced the original parking lot for the original GVCH. The project site was to be removed and restored upon completion of the existing GVHC and its permanent parking lot. For additional information, see Section 7, *Background Information*.

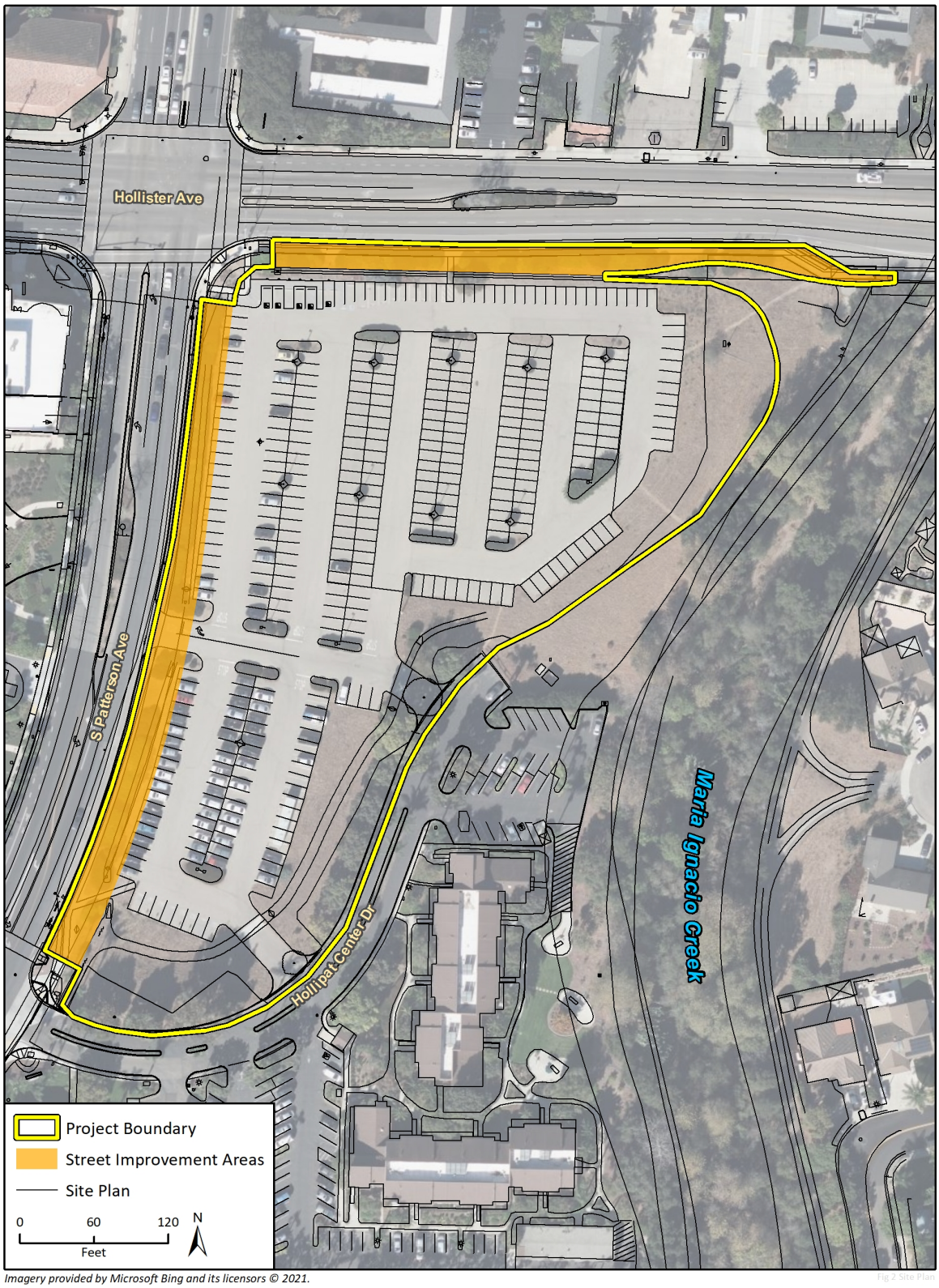
The proposed project includes a Development Plan Amendment (DPA) to formally permit a portion of the previously approved, existing, temporary parking lot on the project site. Specifically, the project would allow the permanent use of 270 parking spaces within a portion of the existing 376-space temporary surface parking lot. The remaining 106 spaces of the temporary parking lot would be removed under a separate permit (19-0001-LUP) and restored per the original Demolition and Restoration Agreement. It is anticipated at least 87 of the proposed 270 permanent spaces would be utilized to meet a percentage of the parking requirement related to the new rehabilitation center at the GVCH. The remaining spaces would continue to provide parking for GVCH patients, visitors, and staff and the occasional use by the public to access nearby commercial uses when the commercial lots are full at peak times (i.e., lunch time).

An Adjustment is requested to allow 46 parking spaces located along Patterson Avenue to encroach 5 feet into the required 10-foot front setback.

The project proposes to improve the existing conditions of the parking lot so as to be in compliance with current City of Goleta (City) regulations. Site improvements include restriping parking spaces (including accessible parking spaces), new bicycle parking facilities, minor repaving (some of which would reduce the heat island effect by reflecting a greater amount of the sun's energy and thereby reducing the amount of energy, or heat, retained on-site), stormwater management improvements, and installation of new lighting and landscaping. The project would include construction of a 7,800-square foot stormwater detention basin in the southern portion of the project site. The detention basin would pretreat and store up to 19,340 cubic feet of stormwater. The proposed basin would filter runoff and discharge to the existing drainage outlets in Patterson Avenue.

Off-site public improvements are also proposed for Hollister Avenue and Patterson Avenue, including improvements to curb, gutter, sidewalk, streetlighting, driveway aprons, and landscaping in compliance with City standards. See Figure 2 for the site plan, and Attachment A for the project's detailed site plans, including the lighting plan and landscaping plan.

Figure 2: Project Site Plan



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Landscaping

The plant palette would incorporate City pre-approved drought-tolerant plant species, California natives, and other drought-tolerant and non-invasive plantings, including ornamental grasses. The proposed landscaping would enhance the site conditions by increasing the number of trees on the site, adding screening shrubs, and providing additional parking lot shading/heat island reduction. A total of 83 trees would be planted and no trees would be removed as part of the project. A 3-foot or taller hedge composed of native, locally-occurring woody shrubs, such as toyon (*Heteromeles arbutifolia*) and/or lemonade berry (*Rhus integrifolia*), would be planted along the eastern edge of the parking lot to screen headlamps from shining or scattering into the ESHA at night. The project would meet the minimum landscape coverage requirement for parking lots, including tree coverage (1 tree per 4 parking spaces), and would conform to the heat island reduction requirements.

The proposed project would include installation of a new smart irrigation system and drip irrigation system. The landscape plan has been designed to be in compliance with the State model water efficient landscape ordinance. See Attachment A for the project's site plans, including the landscaping plan.

Lighting

The project would include an exterior site lighting system to provide adequate, energy-efficient site lighting for the safety and security of the project site while simultaneously limiting impacts to the night sky. The project would result in the addition or alteration of 10 light poles and fixtures, as well as the removal of 4 poles and fixtures in the easternmost potion of the parking lot, closest to the SPA buffer. The proposed parking lot light poles and fixtures would consist of sleek pole-mounted luminaires mounted on 17-foot-high poles atop a 3-foot raised concrete base (20 feet total). The fixtures would be bronze in color, full cutoff,[1] 175 watts, with a color temperature of 3,000 Kelvin, "dark sky" compliant, and a single arm to optimize the lighting distribution. The light spread from the fixtures would not cross onto adjacent properties and would not encroach into the required 100-foot Streamside Protection Area (SPA) buffer associated with Maria Ignacio Creek. See plan sheets E1.1 and E1.2 in Attachment A for fixture counts, locations, and photometrics.

Grading and Construction

Construction of the proposed project is anticipated to commence in June 2022 and would last for approximately six months. Construction activities would include removal of some areas of existing pavement, grading, minor repaving, and drainage improvements. Construction would also include 1,700 cubic yards of cut for excavation of the stormwater detention basin, of which 1,000 cubic yards would be exported off site and 700 cubic yards would be reused on site as fill.

[1] The term "full cutoff" describes luminaires that have no direct uplight (no light emitted above horizontal).

7. BACKGROUND INFORMATION

The existing parking lot was constructed in 2008 to maintain adequate parking for patients, visitors, staff, and construction personnel as a temporary parking facility while the current GVCH was being constructed. The current GVCH was constructed in the parking lot associated with the original GVCH. The temporary parking lot was to be removed and restored upon completion of the current hospital, including the provision of permanent parking for the current GVCH. It was anticipated that construction of the current GVCH would be completed within two to three years of commencing work. Among other requirements, the Hollipat Demolition and Restoration Agreement (recorded on October 21, 2010) required the temporary parking lot be removed and the area restored to its original grade upon completion of the current GVCH. The removal of the temporary parking lot and restoration work has not occurred. The applicant wishes to retain a portion of the temporary parking lot and convert it into a permanent parking lot to accommodate a proposed addition of a new rehabilitation center to the current GVCH (Case No. 20-0002-DP).

8. APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES:

- State Water Regional Control Board – provision of Construction General Permit
- Santa Barbara County Fire Department – approval of project for fire safety purposes

9. SITE INFORMATION:

Project Site Information	
Existing General Plan Land Use Designation	Office and Institutional (OI)
Zoning Ordinance, Zone District	Office and Institutional (OI) with Hospital Overlay
Project Site Size	4.93 gross acres
Present Use and Development	Temporary parking lot
Surrounding Uses/Zoning	North: Commercial/OI South: Medical offices and multi-family residential/OI/RH East: Maria Ignacio Creek and multi-family residential/RM/RH West: Hospital/medical offices/OI with Hospital Overlay
Access	Existing: Hollister Avenue to Patterson Avenue, Hollipat Center Drive Proposed: Hollister Avenue to Patterson Avenue, Hollipat Center Drive

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

10. ENVIRONMENTAL SETTING

The project site at 334 South Patterson Avenue is in an urbanized area of the city, located just south of Hollister Avenue and east of Patterson Avenue. The project site is located on the existing, temporary parking lot of GVCH in the city of Goleta. The project site encompasses 4.93 gross acres within a 12.7-acre parcel (APN 065-090-028). The Cavaletto/Braun Apartments are located southeast of the project site and Maria Ignacio Creek and its associated SPA are located east of the project site. GVCH and other medical offices are located to the west of the project site on the opposite side of Patterson Avenue. Commercial uses are located north of the project site, on the opposite side of Hollister Avenue. Access to the project site is provided from Patterson Avenue and Hollipat Center Drive.

11. CALIFORNIA NATIVE AMERICAN TRIBES

The City made a request to the Native American Heritage Commission (NAHC) on January 28, 2021 for the Native American Contacts list and for the Sacred Lands File (SLF) related to the project per Public Resources Code Section 5097.96. The City received a response from the NAHC on February 8, 2021 that provided a Tribal Consultation List and also stated that the SLF check was positive. Due to the positive result of the Sacred Lands File check, the NAHC recommended contacting the tribes on the Tribal Consultation List.

On February 19, 2021, the City sent letters inviting consultation to the seven tribal representatives identified as having a traditional and cultural association with the geographic area of the proposed project pursuant to Public Resources Code Section 21080.3.1. Responses to the letters are described as follows:

- On February 21, 2021, the Northern Chumash Tribal Council indicated that they did not want to formally consult and expressed support of the local tribal government's recommendations.
- On February 24, 2021, the Barbareño Band of Chumash Indians (BBCI) requested additional information on the project. City staff provided the additional information requested in a meeting and in subsequent emails on March 8, 2021. No request for additional information, or for formal consultation, was received thereafter.
- On March 16, 2021, the Santa Ynez Band of Chumash Indians requested formal consultation. In response to Santa Ynez Band of Chumash Indians' request for formal consultation, City staff sent emails on the following days in

a "good faith" effort to formally consult with the tribe: March 17, March 26, and April 29, 2021. On April 29, 2021, City staff sent its final inquiry regarding formal consultation to the tribe and no response was received. Therefore, the tribal consultation pursuant to Assembly Bill (AB) 52 for the project has been closed, with no requests for conditions or mitigation received.

12. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

13. DETERMINATION

On the basis of this environmental checklist/initial study:

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

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

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

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

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

Lisa Prasse — Sept. 29, 2021

Lisa Prasse, Current Planning Manager — Date

14. EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

(d) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant

Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (e) below, may be cross-referenced).

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

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

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

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

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

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

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

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

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

15. ISSUE AREAS:

A. AESTHETICS.

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

i. Existing Setting

The proposed project site is located within urbanized area with a mix of single- and multi-family residences, open space (Maria Ignacio Creek and it associated SPA), commercial uses, and medical offices, as described below. The site is graded and mostly paved, and is used as a temporary parking lot, with landscaping located along Hollister Avenue and Patterson Avenue, as well as within relatively small planters throughout the project site.

The project site gently slopes to the south, with elevations ranging from approximately 52 feet above mean sea level in the northern portion of the site to 39 feet above mean sea level in the southern portion. The project site is bounded by Hollister Avenue and commercial uses to the north; Patterson Avenue, GVCH, and other medical offices to the west; medical offices and multi-family residences to the south, and Maria Ignacio Creek and its SPA, and single-family residences to the east.

U.S. Highway 101 near the project site is not designated as a Scenic Highway but is considered eligible for designation (California Department of Transportation 2021). However, the area surrounding the project site includes local scenic corridors and scenic viewpoints as referenced on Figure 6-1 of the City's GP/CLUP Visual and Historical Resources Element. Figure 6-1 in the Visual and Historical Resources Element delineates U.S. Highway 101, approximately 0.5 mile north of the project site, as a local

scenic corridor. Additionally, the intersection of Hollister Avenue and Patterson Avenue has been determined to contain scenic views in all directions (City of Goleta 2009a).

ii. Thresholds of Significance

A significant impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist or the County of Santa Barbara's *Environmental Thresholds and Guidelines Manual* (published May 1992 and revised January 1995, October 2001, and October 2002), adopted by the City of Goleta on August 19, 2008 (herein referred to as the City's "*Environmental Thresholds and Guidelines Manual*"). A discussion of the following thresholds occurs in the Project Specific Impacts analysis below. The *Environmental Thresholds and Guidelines Manual* has not been updated since it was adopted by the City and may not reflect current CEQA, General Plan, and other regulations enacted in the ensuing years.

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

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

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

iii. Project Specific Impacts

a, c, AES-1, -2, -3) Less Than Significant Impact. The City's General Plan/Coastal Land Use Plan (GP/CLUP) Visual and Historical Resources Element Figure 6-1 identifies U.S. Highway 101 as a local scenic corridor, and the intersection of Hollister Avenue and Patterson Avenue as a scenic viewpoint in the proximity of the project site. Although the project site is not visible from the highway, it is visible at the Hollister Avenue and Patterson Avenue intersection.

The project would include the conversion of an existing, improved temporary parking lot into a permanent parking lot for the GVCH. The project would also include some on- and off-site improvements to curb, gutter, sidewalk, streetlighting, driveway aprons, and landscaping in compliance with City standards. The proposed project would include the addition of 83 trees on the project site. However, because the project site is relatively flat and contain no structures, the proposed project would not obstruct scenic viewpoints from the intersection of Hollister Avenue and Patterson Avenue, and the project site is not visible from U.S. Highway 101. Additionally, the presence of parked vehicles in the parking lot would not obstruct scenic viewpoints.

Additionally, the project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, the project would result in less than significant impacts to scenic vistas, and visual quality and character.

b) Less Than Significant Impact. As previously stated, U.S. Highway 101 near the project site is not designated as a Scenic Highway; it is only considered eligible for designation (California Department of Transportation 2021). However, the City's GP/CLUP delineates U.S. Highway 101 in the project vicinity as a local scenic corridor. Due to intervening topography, structures, and vegetation, the project site is not visible from U.S. Highway 101. As such, the project would not result in impacts on scenic resources within a Scenic Highway viewshed. Therefore, the project would result in less than significant impacts to scenic views.

d) Less Than Significant Impact. The project is required to comply with the City's *Outdoor Lighting Guidelines*, which have been adopted to achieve a high standard of quality and efficiency in lighting and obtaining "Dark Sky" standards citywide. The Dark Sky standards are intended to reduce light and glare from impacting views of the night sky. The City's *Outdoor Lighting Guidelines* and the *Architectural and Design Standards for Commercial Projects* require Design Review Board (DRB) review of the proposed lighting plan to ensure that outdoor lighting used for the project meets applicable design standards. Section VII of the *Outdoor Lighting Guidelines* details parking lot lighting requirements. The City's DRB is required to review the project and grant approval. Aspects of the DRB review relevant to this project include physical relation to the immediately affected surrounding area, site layout and relationship with open areas, on-site lighting, and location and type of landscaping.

The project would result in the addition or alteration of 10 light poles and fixtures, as well as the removal of 4 poles and fixtures in the easternmost potion of the parking lot, closest to the SPA buffer. The project would not create substantial light or glare, or result in a light-related aesthetic incompatibility impact as discussed in Threshold "d," given the characteristics of the lighting plan, which would include minimal light fixtures for safety purposes that would be directed downward and shielded from adjacent neighboring properties and the creek. The lighting plan would also be dark sky compliant. Further, operational usage of the proposed project's lights would be comparable to existing conditions, as the proposed type of light poles and fixtures would be similar to the existing poles and fixtures. As part of the design review for the project, the applicant is required to submit an outdoor lighting plan. These plans have been provided, and can be found in Attachment A to this document. As part of the review process, the project would undergo DRB review to ensure the project complies with the City's exterior lighting dark sky standards and established lighting intensity maximums, as well as shielding and light angle requirements detailed in the City's *Outdoor Lighting Guidelines,* Section VI, *Exterior Lighting*.

The project site is currently used as parking lot, which may cause some glare when headlights from vehicles on nearby roadways shine on the windows and reflective materials of parked cars. The proposed project would involve the permanent use of the parking lot, which would not change the overall use of the project site. Some glare would continue to occur from passing vehicle headlights. However, impacts would be short-term and less than significant.

In summary, with implementation of design review, impacts related to light and glare would be less than significant.

iv. Cumulative Impacts

Proposed development at the project site would not be prominently visible from viewpoints at the Hollister Avenue/Patterson Avenue intersection or other locations near

the project site, and would not constitute new use of the project site as the site has been used as a parking lot for the past 10 years. The City of Goleta incorporated and adopted a GP/CLUP with aesthetics policies that are applicable to the project site, such as the use of landscaping to enhance project site aesthetics. Accordingly, the proposed parking lot would be aesthetically enhanced over existing conditions by the proposed landscaping as it would be more robust than what is currently on site. Additionally, the project would be required to comply with the City's *Outdoor Lighting Guidelines* and the *Architectural and Design Standards for Commercial Projects*, which require DRB review of the proposed lighting plan to ensure the lighting design is compatible with the adjacent community. With implementation of the City's plans and policies related to aesthetics, and given that the project would not substantially contribute to changes in the visual character or quality of the area, project impacts associated with aesthetics would not be cumulatively considerable.

v. Required/Recommended Mitigation Measures

No mitigation measures are proposed or required. However, the following condition of approval will be included in the project approval and have been agreed to by the applicant:

Lighting Specifications. The applicant must secure DRB approval of all exterior lighting fixtures to be installed on the project site. The site lighting must be:

a. controlled and directed away from the SPA and its associated 100-foot buffer;
b. low intensity;
c. low glare design;
d. hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels; and
e. otherwise meet dark sky requirements.

Exterior lighting fixtures must be kept to the minimum lighting level and intensity needed to ensure public safety. These lights must be dimmed after 11:00 p.m. to the maximum extent practical without compromising public safety as determined by the Planning and Environmental Review Director, or designee. Lighting fixtures must be appropriate for the architectural style of the structure and surrounding area. The final lighting plan must include identification of all types, sizes, and intensities of wall mounted building lights and landscape accent lighting and a photometric map must be provided. "Moonlighting" type fixtures that illuminate entire tree canopies should also be avoided.

Plan Requirements & Timing: The applicant shall secure DRB approval of the lighting plan prior to issuance of the Land Use Permit for the project.

Monitoring: The Planning and Environmental Review Director, or designee, must verify plan compliance before issuance of the Land Use Permit and site installation at time of Final Inspection.

vi. Residual Impact

Residual project impacts on aesthetics would be less than significant.

B. AGRICULTURE AND FOREST RESOURCES

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

i. Existing Setting

The project site is located within an urbanized area and consists of developed land with a parking lot and associated lighting and landscaping. No Prime Farmland, Unique Farmland, and Farmland of Statewide Importance (Farmlands), or forest lands occur on the project site or in the immediate vicinity. The State of California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) designated the project site and surrounding areas as Urban and Built-Up Lands (California Department of Conservation 2021a). The nearest Farmlands are located over 1,000 feet to the west.

ii. Thresholds of Significance

A significant impact to Agriculture and Forest Resources would occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, according to the City of Goleta's *Environmental Thresholds and Guidelines Manual* a project may pose a significant environmental effect on agricultural resources if it converts prime agricultural land to non-agricultural use or impairs the agricultural productivity of prime agricultural land.

iii. Project Specific Impacts

a-e) No Impact. The site is designated as "Urban Built-Up Lands" and is not designated as Farmlands (California Department of Conservation 2021a). There are no agriculturally zoned properties or properties under a Williamson Act contract on or adjacent to the project site. The proposed project would not result in environmental changes that would involve the conversion of farmland to non-agricultural uses. Additionally, there are no lands that contain or are zoned as forest lands or timberlands on the project site or in its immediate vicinity. The proposed project also would not result in other environmental changes that would involve the conversion of forest lands to non-forest uses. In addition, The site has been used as a paved parking lot for the past 10 years. Therefore, the proposed project would result in no impact on agriculture or forestry resources.

iv. Cumulative Impacts

The proposed project would not contribute to any cumulative impact on agriculture or forestry resources.

v. Required/Recommended Mitigation Measures

Based on the above analysis, no mitigation measures are necessary.

vi. Residual Impact

No residual impacts on agriculture or forestry resources would occur as a result of the project.

C. AIR QUALITY

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

i. Existing Setting

Meteorological Setting

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

Temperatures in the Goleta area average 59 degrees annually. Daily and seasonal oscillations of mean temperature are small because of the moderating effects of the nearby oceanic thermal reservoir. In contrast to the steady temperature regime, rainfall is highly variable. Measurable precipitation occurs mainly from early November to mid-April, but total amounts are generally relatively small. Goleta averages 18 inches of rain annually with January as the wettest month.

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

Existing Air Quality

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

1. Photochemical smog (ozone) levels infrequently exceed standards. The State 1-hour ozone standard were exceeded five times from 2016-2020, and the State and Federal 8-hour standards each exceeded 12 times in the same span.
2. CO measurements in Goleta have remained at a low level since 2008. Federal and State CO standards have not been exceeded in the last five years. Maximum 1-hour CO levels at the closest air monitoring station are currently less than 25 percent of the most stringent standard because of continued vehicular improvements. This data suggests that baseline CO levels in the project area are generally healthful and can accommodate a reasonable level of additional traffic emissions before any adverse local air quality effects would be expected.
3. PM_{10} levels occasionally exceed the State standard, but the Federal standard is very rarely exceeded. Between 2016 and 2020, the State PM_{10} standard was exceeded on less than 10 percent of all days, while the more lenient Federal standard has been exceeded 18 occurrences in the same time span.
4. A substantial fraction of PM_{10} is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue ($PM_{2.5}$). Even with the revision of the national 24-hour $PM_{2.5}$ standard from 65 micrograms per cubic meter ($\mu g/m^3$) to 35 $\mu g/m^3$, the frequency of days exceeding the standard is minimal. $PM_{2.5}$ measurements have only exceeded federal standards 25 times in the past 5 years.
5. More localized pollutants such as NO_x, lead, etc. are likely very low near the project site because background levels never exceed allowable levels based on APCD's monitoring of measured pollutants according to federal standards. There is substantial excess dispersive capacity to accommodate localized vehicular air pollutants such as NO_X without any threat of violating the applicable standards.

ii. Regulatory Framework

Ambient Air Quality Standards (AAQS)

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

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

Air Quality Planning

State and federal laws require jurisdictions that do not meet clean air standards to develop plans and programs that will bring those areas into compliance. These plans typically contain emission reduction measures and attainment schedules to meet specified deadlines. If and when attainment is reached, the attainment plan becomes a "maintenance plan."

In 2001, the CARB developed an attainment plan that was designed to meet both federal and state planning requirements. The federal attainment plan was combined with those from other statewide non-attainment areas to become the State Implementation Plan (SIP). The 2001 Clean Air Plan (CAP) was adopted as the County portion of the SIP, designed to meet and maintain clean air standards. The 2019 Ozone Plan (2019 Plan), adopted by the APCD Board, incorporates updated data and is currently the most recent Clean Air Plan for meeting the state ozone standard.

Santa Barbara County is designated as a federal ozone attainment area for the 8-hour ozone National Ambient Air Quality Standard (the 1-hour federal standard was revoked for Santa Barbara County). The County is also considered in attainment for the state one-hour standard for ozone as of 2010. "Attainment" means those areas of the country where air pollution levels are persistently below the national ambient air quality standards. A new California 8-hour ozone standard was implemented in October 2015, which the County has violated. The County also continues to violate the state standard for PM_{10}; therefore, Santa Barbara County is a non-attainment area for the State standards for ozone and for PM_{10}. The County is in attainment for the federal $PM_{2.5}$ standard and is designated "unclassified" for the State $PM_{2.5}$ standard and is designated "attainment" or "unclassified" for other state standards and for all federal clean air standards. "Unclassified" means that there is currently no quantifiable data to measure ambient air quality standards in that area. Those jurisdictions that are designated both as "attainment" or "unclassified" are considered to be in attainment of ambient air quality standards even though there is currently no quantifiable data to measure its specific ambient air quality levels.

iii. Thresholds of Significance—Criteria Pollutants

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

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

Threshold AQ-1. Interfere with progress toward the attainment of the ozone standard by releasing emissions which equal or exceed the established long-term quantitative

thresholds for NO_X (nitrogen oxides) and ROC (reactive organic compounds; same as reactive organic gases [ROG]). Thresholds are 25 pounds/day of either NOX or ROC;

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

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

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

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

The following significance thresholds have been established by the APCD (*Scope and Content of Air Quality Sections in Environmental Documents*, APCD 2017). While the City of Goleta has not yet adopted any new threshold criteria, these APCD thresholds are considered appropriate for use as a guideline for the impact analysis.

APCD Operational Impacts Thresholds

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

a) Emit 240 pounds per day or more of ROG and NO_X from all sources;
b) Emit 25 pounds per day or more of unmitigated ROG from any motor vehicle trips only;
c) Emit 25 pounds per day or more of unmitigated NO_X from any motor vehicle trips only;
d) Emit 80 pounds per day or more of PM_{10};
e) Cause or contribute to a violation of any California or National Ambient Air Quality standard (except ozone);
f) Exceed the APCD health risk public notification thresholds adopted by the APCD Board (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than 1.0 for non-cancer risk); or
g) Be inconsistent with Federal or State air quality plans for Santa Barbara County.

The cumulative contribution of project emissions to regional levels should be compared with existing programs and plans, including the most recent 2019 Plan (APCD 2019).

a) Due to the County's non-attainment status for ozone and the regional nature of ozone as a pollutant, if a project's emissions from traffic sources of either of the ozone precursors (NO_X or ROC), exceed the operational thresholds, then the project's cumulative impacts are considered significant.
b) For projects that do not have significant ozone precursor emissions or localized pollutant impacts, if emissions have been taken into account in the 2019 Plan growth projections, regional cumulative impacts may be considered to be less than significant.

APCD Construction Impacts Thresholds

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

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

Under APCD Rule 202 D.16, (APCD, Rule 202, 2016), if the combined emissions from all construction equipment used to construct a stationary source which requires an Authority to Construct permit, have the potential to exceed 25 tons of any pollutant, except carbon monoxide, in a 12-month period, the permittee shall provide offsets under the provisions of Rule 804 (APCD, Rule 804, 2016) and shall demonstrate that no ambient air quality standard will be violated.

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod uses project-specific information, including the project's land uses, square footages for different uses (e.g., parking lot), and location, to model a project's construction and operational emissions. The analysis reflects the construction and operation of the project as described under *Project Description*.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker, vendor, and hauling trips. CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. Construction of the proposed project was analyzed based on the applicant-provided construction schedule, construction equipment list, and the total trips hauling grading material utilizing a truck with 63 cubic yard hauling capacity. Construction would occur over approximately 6 months, and the soil material would include approximately 1,000 cubic yards of material that would be imported and exported from and to the site. It is assumed that all construction equipment used would be diesel-powered. The number of units for each equipment utilized in this project is assumed to be one. The parking lot paint would follow Santa Barbara County Air Pollution Control District's rule 323.1 to limit VOC content for architectural coating to 100 g/L. This analysis assumes that the project would comply with all applicable regulatory standards.

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coatings. The project would establish a permanent parking lot that would not increase the number of mobile trips in the area; therefore, the project would not result in criteria pollutant emissions from mobile sources. In addition, as a parking lot, the project would not have energy sources that generate criteria pollutant emissions (e.g., natural gas heating devices). Project operation was assumed to begin in 2023.

iv. Project Specific Impacts

a, AQ-1) No Impact. A project's consistency with the Clean Air Plan (CAP), the County's plan to achieve attainment status of the ozone standard, is based on consistency with growth forecasts used in developing the 2019 Plan. The 2019 Plan was adopted by the APCD Board on December 19, 2019 and is the most recent applicable air quality plan. The 2019 Ozone Plan used Santa Barbara's County Department of Finance Regional Growth Forecast to 2025 and 2035 (adopted January 2019), to project population growth. This forecast is based on development anticipated by general plans, including the Goleta General Plan. Additionally, the assessment of consistency is based on whether the project would result in an increase in total population that would exceed the forecast population. The proposed project would not implement residential or commercial land use structures that would encourage population growth in the area. The project, a parking lot, and its projected 270 parking spaces for GVCH's employees and patients are not anticipated to result in an increase in the City's residential population that exceeds the forecasts used in the 2019 Ozone Plan. The project would accommodate an existing need for additional parking in the area. Therefore, the project is accounted for in the 2019 Plan growth projections and would not result in an inconsistency with the current 2019 Plan. No impacts would occur.

b, AQ-2) Less Than Significant Impact.

Construction Period Impacts

Project construction would generate short-term air pollutant emissions associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction equipment and construction vehicles in addition to ROG emissions that would be released during the drying phase of architectural coating from restriping the parking lot. The total short-term construction emissions are shown in Table AQ-1. As shown in the table, construction emissions would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Impacts would be less than significant.

Table AQ-1

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

	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction Emissions	<1	1	1	<1	<1	<1
Thresholds	25 tons/year	25 tons/year	None	25 tons/year	25 tons/year	25 tons/year
Potential Impact	No	No	N/A	No	No	No
Source: CalEEMod v.2020.4.0 Model See Attachment B for CalEEMod outputs.						

Operational Impacts

Table AQ-2 presents the project's area source criteria pollutant emissions. As shown therein, operational emissions would not exceed City of Goleta thresholds for criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.

Table AQ-2

Project Operations – Unmitigated Criteria Pollutant Emissions

	Emissions (pounds/day)					
Year 2023	**ROG**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	<1	<1	<1	0	<1	<1
Mobile Sources	0	0	0	0	0	0
Energy Sources	0	0	0	0	0	0
Total	<1	<1	<1	0	<1	<1
APCD Threshold	25/55 [a]	25/55 [a]	N/A	N/A	80	N/A
Exceed Threshold	No	No	N/A	N/A	No	N/A

Totals may vary due to rounding.

Source: CalEEMod v.2020.4.0 Model

See Attachment B for CalEEMod outputs.

c, AQ-3) Less Than Significant Impact. Toxic Air Contaminants (TACs) are defined by California law as air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health.

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2020) and is therefore the focus of this analysis.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 6 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic

emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., six months) is approximately two percent of the total exposure period used for 30-year health risk calculations. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (BAAQMD 2017).

The maximum PM_{10} and $PM_{2.5}$ emissions would occur during demolition and, site preparation activities. These activities would last for approximately 48 days. PM emissions would decrease for the remaining construction period because construction activities such as grading, paving and architectural coating would require less intensive construction equipment. While the maximum DPM emissions associated with demolition and site preparation grading activities would only occur for a portion of the overall construction period, these activities represent the worst-case condition for the total construction period. This would represent less than one percent of the total 30-year exposure period for health risk calculation. With emissions occurring during such a small period of the exposure period in which health risks for cancer and non-cancer risks would occur, the resulting DPM emissions would be negligible over a 30-year exposure period. Given the aforementioned discussion, DPM generated by project construction would not create conditions where the probability is greater than one in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial TAC concentrations, and impacts would be less than significant.

d, AQ-4) Less Than Significant Impact. During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion, and odors disperse with distance. Also, odors from passenger vehicles parking during operations would disperse with distance once the vehicles have been turned off. Parking land uses are not considered land uses that generate substantial TAC emissions based on review of the air toxic sources listed in CARB's guidelines. Overall, project construction and operation would not generate other emissions, such as those leading to odors, affecting a substantial number of people. Construction and operational-related impacts would be less than significant.

v. Cumulative Impacts

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

vi. Required/Recommended Mitigation Measures

Based on the above analysis, impacts on air quality would be less than significant and no mitigation measures are proposed or required.

vii. Residual Impact

Residual project impacts on air quality would be less than significant.

D. BIOLOGICAL RESOURCES

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

A Biological Report was prepared for the proposed project by Hunt & Associates Biological Consulting Services in July 2021 (see Attachment C to this document). This section incorporates the analysis, findings, and recommendations contained in the report.

i. Existing Setting

The project site is developed with an existing parking lot, and therefore, contains no biological resources. However, located just east of the project site is the Maria Ignacio Creek and its associated SPA and Environmentally Sensitive Habitat (ESHA). Field surveys were conducted on May 19 and 23, 2020 of all portions of the project site, the adjacent commercial and residential development, and along the reach of the Maria Ignacio Creek riparian corridor extending about 330 feet upstream to 1,000 feet downstream of the project area. The surveys focused on recording vegetation types, plant species, and habitat quality, and evaluating wildlife use of the riparian corridor. The California Natural Diversity Database, maintained by the California Department of Fish and Wildlife (CDFW), was also reviewed for special-status plant and animal records within a five-mile radius of the project site. In addition, relevant literature sources were consulted for information on special-status species in the area.

The reach of Maria Ignacio Creek between U.S. Highway 101 and its confluence with Atascadero Creek, including within the project area, was channelized decades ago. The portion of the creek to the east of the project site has a relatively straight 15- to 20-foot-wide channel constrained by pipe-and-wire revetment along the toe of steep banks on either side of the channel. The banks support a sparse cover of herbaceous vegetation and woody shrubs, and most of these species are invasive non-natives. The channel supports no aquatic vegetation and little emergent vegetation due to the seasonality of surface flows.

Vegetation

The riparian corridor along Maria Ignacio Creek east of the project site is a highly disturbed remnant of *Platanus racemosa* (western sycamore) Woodland Alliance. At the association level, it is classifiable as *Platanus racemosa-Quercus agrifolia-Salix lasiolepis* Association. The CDFW classified this type of riparian woodland as “special-status” because of its high biotic diversity and the magnitude of habitat loss throughout California.

The closed-canopy riparian woodland along this reach of the creek is composed of native riparian trees, such as western sycamore (*Platanus racemosa*), coast live oak (*Quercus agrifolia*), arroyo willow (*Salix lasiolepis*), black cottonwood (*Populus balsamifera* subsp. *trichocarpa*), white alder (*Alnus rhombifolia*), and a number of non-native tree species, including three species of eucalyptus (*Eucalyptus* spp.). The shrub layer is poorly developed, but natives predominate, including scattered patches of elderberry (*Sambucus nigra*), toyon (*Heteromeles arbutifolia*), poison oak (*Toxicodendron diversilobum*), bigpod ceanothus (*Ceanothus megacarpus*), and coyote bush (*Baccharis pilularis*). The herbaceous layer is well-developed where the tree canopy opens up and in the uplands adjacent to the riparian corridor, and is dominated by non-native, invasive species.

The northeastern edge of the parking lot in which the project site is located is landscaped with a mixture of native species such as western redbud (*Cercis occidentalis*), coyote bush, toyon, lemonade berry (*Rhus integrifolia*), and elderberry, as well as some ornamental species.

The SPA buffer, extending 100 feet from the western edge of the riparian vegetation includes an approximately 50- to 95-foot-wide strip of highly disturbed, non-native, annual grassland/ruderal habitat that is classified as *Bromus* (*diandrus*, *hordaceous*)

Semi-Natural Herbaceous Stand. This plant community extends from the western edge of the riparian corridor westward to the eastern edge of the existing parking lot. It also occurs along the existing parkway strip between the sidewalk and curb along Hollister Avenue and in the southern portion of the project site, where the sidewalk improvements and detention basin are proposed, respectively. Dominant species found in this location are mostly invasive, non-native grasses and herbaceous species typically associated with disturbed conditions, including ripgut brome (*Bromus diandrus*), red brome (*Bromus rubens*), wild oat (*Avena* sp.), Mediterranean mustard (*Hirschfeldia incana*), bristly ox-tongue (*Picris echioides*), lawn grasses, and other non-native species. Several of these species also occur as elements in the understory of the riparian corridor along the creek. These areas are mowed or otherwise maintained as landscaping.

Wildlife

No special-status wildlife species were observed during the surveys. Only common, generalist species or their signs were observed due to the highly disturbed nature of the project area and riparian corridor along this reach of Maria Ignacio Creek. Additionally, no active bird nests were found within 300 feet of the project site, although house finch (*Haemorhous mexicanus*), black phoebe (*Sayornis nigricans*), Anna's hummingbird (*Calypte anna*), and common crow (*Corvus brachyrhynchos*) are expected to nest in the riparian corridor and landscaping on adjacent residential lots. Red-shouldered hawk (*Buteo lineatus*) and Cooper's hawk (*Accipitridae cooperii*) were observed in trees in the riparian corridor during at least one of the surveys, but no nests were found in the surveyed area. Cooper's hawk is listed on the CDFW Watch List, and has a status of Least Concern under the International Union for Conservation of Nature (IUCN). Oak titmouse (*Baeolophus inornatus*), a species of bird, was also observed. It is listed on the USFWS Birds of Conservation Concern list, a status of Least Concern under the IUCN, and is listed on the North American Bird Conservation Initiative (NABCI) as a 'Watch List' species.

The City of Goleta Creek and Watershed Management Plan (CWMP) states that the reaches of Maria Ignacio Creek within the city limits provide only low-quality habitat for southern California steelhead (*Oncorhynchus mykiss*), a special-status species, due to a variety of anthropogenic factors, including barriers to anadromous[2] movement (City of Goleta 2020). Despite these issues, Maria Ignacio Creek is included within the critical habitat designation for steelhead. The CWMP also states that the Hollister Avenue bridge over the creek, immediately northeast of the project area, may provide roosting habitat for bats.

Maria Ignacio Creek ESHA Overlay and SPA

The City's GP/CLUP and Chapter 17.30 of the Goleta Zoning Ordinance designates certain biotic communities as "Environmentally Sensitive Habitat Areas" (ESHA), which are protected with land use planning policies and zoning ordinance regulations (Hunt & Associates Biological Consulting Services 2020). The General Plan places an ESHA overlay on the riparian tree and shrub canopy along the main stem and major tributaries of Maria Ignacio Creek within the City limits, including the reach of the creek east of the project site. The overlay is intended to protect and preserve native plants and animals and their habitats that are either rare or especially valuable because of their role in the

[2] "Anadromous" is the term that describes fish born in freshwater that spend most of their lives in saltwater and return to freshwater to spawn, such as salmon.

ecosystem or that could be easily disturbed or degraded by human activities and development.

The ESHA overlay designation ensures that projects permitted in or near the overlay zone are designed and operated in a manner that provides maximum protection to the mapped resource. To preserve and enhance ESHA and water quality, the Zoning Ordinance establishes the Streamside Protection Area (SPA) buffer that extends 100 feet outward from both sides of the top-of-bank or the outer edge of riparian vegetation, whichever is further from the creek. The City may expand or reduce the width of the SPA, or portions thereof, on a case-by-case basis, but in no case can this buffer be less than 25 feet wide.

Although most of the proposed parking lot improvements would occur on portions of the existing parking lot that are at least 35 feet west of the 100-foot-wide SPA limit, the proposed sidewalk, parkway, curb, and gutter improvements along the south side of Hollister Avenue that extend from the parking lot eastward to the bridge over Maria Ignacio Creek include about 145 linear feet within the SPA buffer and bordering ESHA.

Wildlife Movement

It is generally assumed that in urban environments, drainages can function as movement corridors for wildlife by physically connecting habitats that have been fragmented by development. City policies protect wildlife corridors and assume that creeks and their associated riparian corridors are physical features that facilitate wildlife movement through a landscape, particularly ones that have been altered or otherwise fragmented by human activities.

Maria Ignacio Creek and its associated riparian corridor traverses the City and provide a physical connection between the foothills and the ocean across the coastal plain. However, because habitat quality within the riparian corridor and the corridor itself has been degraded by anthropogenic factors, connectivity is selective and species-dependent. Riparian woodland habitats may provide a more continuous connection through the urban environment for birds, but the same corridor presents multiple barriers to movement for aquatic species, such as fish, amphibians, and aquatic-associated reptiles, due to lack of surface flows caused by excessive groundwater pumping and physical barriers in the form of grade control structures, dams, and culverts.

ii. Thresholds of Significance

A significant impact on biological resources would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds and Guidelines Manual* defines the following thresholds of significance:

1. Types of Impacts to Biological Resources

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

Threshold BIO-1. Substantially reduce or eliminate species diversity or abundance.

Threshold BIO-2. Substantially reduce or eliminate quantity or quality of nesting areas.

Threshold BIO-3. Substantially limit reproductive capacity through loss of individuals or habitat.

Threshold BIO-4. Substantially fragment, eliminate, or otherwise disrupt foraging areas and/or access to food resources.

Threshold BIO-5. Substantially limit or fragment range and movement (geographic distribution of animals and/or seed dispersal routes).

Threshold BIO-6. Substantially interfere with natural processes, such as fire or flooding, upon which the habitat depends.

2. Less Than Significant Impacts

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

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

iii. Project Specific Impacts

a, b, BIO-1, -2, -3, -4, -6) Less Than Significant Impact With Mitigation Incorporated. The parking lot and detention basin elements of the proposed project would occur at least 35 feet beyond the 100-foot SPA buffer from the edge of riparian vegetation along Maria Ignacio Creek. However, about 145 linear feet of the proposed sidewalk and parkway improvements along the south edge of Hollister Avenue would occur within the SPA and adjacent to ESHA. Potential project-related impacts to ESHA and the SPA may include noise and increased human presence during construction, particularly if construction occurs during the bird nesting season, which could cause some species to avoid habitats in the ESHA and/or SPA buffer or abandon nests. Roosting bats, including special-status bats, may also utilize the Hollister Avenue bridge over Maria Ignacio Creek, and construction activities could potentially cause any bats present to abandon the site. Additionally, the project could potentially cause disturbance to the SPA around the eastern side of the project site by encroachment of vehicles, equipment laydown areas, and/or soil or other material stockpiles. Disturbance of vegetation in the SPA buffer could cause soil erosion with impacts to water quality in the creek and could create conditions favorable to the further spread of invasive plants into ESHA, thereby lowering habitat quality. In addition to the Development Standards specified in Chapter 17.30.050 of the Zoning Ordinance required for project approval, Mitigation Measures BIO-1 through BIO-7 would be required to reduce such impacts to less than significant levels. After project construction, proposed parking lot lighting near the SPA would be shielded and directed away from ESHA so as to allow continued wildlife use of the habitats at night, including nocturnal raptors and mammals that may be in the project vicinity. In addition, as part of the project design, a 3-foot or taller hedge composed of native, locally-occurring woody shrubs, such as toyon and/or lemonade berry, would be planted along the eastern edge of the parking lot to screen headlamp scatter into the ESHA at night. Therefore, impacts from nightlighting would be less than significant.

c) Less Than Significant Impact With Mitigation Incorporated. The design of the proposed parking lot includes grading to ensure that surface flows would be directed to the proposed detention basin to be constructed at the lowest elevation of the parking lot (the southwestern corner). The basin would capture and retain all surface runoff from the new parking lot during storm events of less than one-inch accumulation, and allow percolation into the soil of the basin. During storms in excess of one-inch accumulation, overflow from the basin would be directed through existing curbing into the gutter along the eastern edge of Patterson Avenue and into existing storm drains that drain into Maria Ignacio Creek south of the project site. During storm events, surface runoff would be reduced by pervious asphalt paving already present in the existing parking lot, which would be retained in the proposed lot. Overall, these design elements would result in beneficial impacts to the quality of stormwater runoff entering Maria Ignacio Creek and would increase groundwater infiltration. However, soil disturbance along the eastern edge of the project site could create conditions that increase soil erosion and sedimentation in Maria Ignacio Creek. Dust generated by construction could also negatively affect ESHA. Surface runoff from the parking lot during construction and operation of the project could impact ESHA and water quality in the creek through contaminants such as asphalt by-products, oil, gasoline, lubricants, and other vehicle-related sources. These potentially significant impacts can be mitigated to less than significant levels through implementation of Mitigation Measures BIO-5 through BIO-7.

d, BIO-5) Less Than Significant Impact. As discussed above, the project site consists of an existing paved parking lot that does not function as a wildlife movement corridor or a native wildlife nursery site. In addition, Maria Ignacio Creek and its associated riparian area provide a physical connection between the foothills and the ocean across the coastal plain. However, because habitat quality within the riparian area has been degraded by anthropogenic factors, connectivity is selective and species-dependent. Riparian woodland habitats may provide a more continuous connection through the urban environment for birds, but the same area presents multiple barriers to movement for aquatic species due to lack of surface flows. In addition, the project site is currently being used as a parking lot, with vehicles and people moving around the site daily. Therefore, the construction and operation of the project would not 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 since the use of the site is not changing; therefore, impacts would be less than significant.

e) No Impact. The project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, since the site is already developed. In fact, the project would include the planting of 83 additional trees, as well as other plants, on the project site. Therefore, no impact would occur.

f) No Impact. The project site is not within the coverage area of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project would not conflict with such plans, and no impact would occur.

iv. Cumulative Impacts

The project could potentially significantly impact water quality; however, with implementation of project mitigation measures MM-BIO-1, -4, -5, and -6, such impacts

would be reduced to less than significant levels. Additionally, mitigation would reduce impacts to nesting birds and roosting bats to less than significant levels. Other development projects in the area would also be required to mitigate impacts to nesting birds, roosting bats, and water quality, as necessary, on a project-by-project basis. With implementation of similar mitigation measures for other cumulative projects, cumulative impacts to nesting birds and water quality would be reduced to less than significant levels. Therefore, the project's cumulative impacts to biological resources would not be cumulatively considerable.

v. Required/Recommended Mitigation Measures

The project may have the potential to affect nesting birds, roosting bats, and the water quality in Maria Ignacio Creek. Mitigation measures for these potential effects will be included in the project approval and have been agreed to by the applicant:

MM-BIO-1: Construction Fencing. Prior to the start of soil disturbance or other construction activity, a qualified biologist shall supervise installation of orange construction fencing along the edge of the SPA boundary, including the southern edge of the proposed sidewalk improvement area along Hollister Avenue. The biologist shall measure and stake the SPA limit (100 feet west of edge of riparian canopy). The construction fence shall be placed approximately five feet west of this limit. Silt fence shall be installed along the lower portion of the construction fencing and secured with sandbags (not trenched into the soil). The fencing shall clearly delineate the disturbance limits to prevent construction personnel, vehicles, materials, soil stockpiles, equipment laydown areas, etc., from encroaching westward into ESHA or SPA. The fenced area shall also protect the small asphalt area visible in Figure 3 of the Biological Report (Attachment C) in the northeastern corner of the SPA, abutting ESHA, because this area drains directly into Maria Ignacio Creek via a storm water outfall. Construction personnel shall be prohibited from entering the area east of the orange construction fence and for using this area as a lay down and/or construction stage area. The fencing shall be maintained in place for the duration of construction through final landscaping.

Plan Requirements & Timing: The contractor shall install the orange construction fencing prior to the start of construction under the supervision of the qualified biologist.

Monitoring: The Planning and Environmental Review Director, or designee, shall verify compliance prior to the start of construction.

MM-BIO-2: Nesting Birds. Construction shall be timed to avoid the nesting season for birds (February 15 – July 15). If this is not feasible, a qualified biologist shall conduct nest/roost surveys for nesting and roosting birds no more than two weeks before the start of construction, then once per week for the duration of construction during the breeding season. The surveys shall include a 300-foot radius around the project site. The focus of surveys shall be the riparian corridor associated with Maria Ignacio Creek and landscaping trees around the margins of the project site. Active nests of passerine birds found within 100 feet of the project site and raptor nests found within 300 feet of the project site shall be monitored daily during construction to determine if construction noise and activity is affecting the birds. The biologist shall establish a work buffer around active nests if it is determined that construction may negatively affect nesting. The results of the bird surveys shall be summarized in a letter report to the City and CDFW when nesting activity has concluded.

Plan Requirements & Timing: Construction shall occur outside the nesting season, if feasible. If the nesting season (February 15 – July 15) cannot be avoided, a qualified biologist shall conduct nesting bird surveys no more than two weeks before the start of construction, then once per week for the duration of construction during the nesting season. If active nests are identified during the surveys, the biologist shall establish a work buffer around the nests to allow for construction to continue on site in other locations. The buffer(s) shall not be removed until the biologist determines the nestlings have fledged or the nest(s) has failed. A letter report shall be prepared and submitted to the City and CDFW at the end of the nesting season.

Monitoring: The Planning and Environmental Review Director, or designee, shall verify compliance with the project biologist.

MM-BIO-3: Roosting Bats. Within seven (7) days of the start of ground disturbance, measures shall be employed to protect potential special-status bat roost sites. Prior to construction activities, surveys of potential tree roosting sites shall be conducted using an appropriate combination of visual and acoustic survey techniques (including tree inspection, exit counts, and passive and active acoustic monitoring) for areas that may be directly impacted by the project. Bats shall be identified to the most specific taxonomic level possible. Where active special-status bat roosts are located, the California Department of Fish and Wildlife (CDFW) and the County shall be notified and consulted.

If work is scheduled to occur during the breeding season (April through August), surveys shall be conducted of any trees with the potential to serve as maternity roosts for western red bat (*Lasiurus blossevillii*) prior to construction activities. No work shall occur within 100 feet of the roost location until the end of the maternity roosting season. For the protection of young (i.e., unable to fly) and hibernating adults, all project-related activities shall avoid direct impacts to maternity roosts or colonies present during the winter and spring. No vehicles or equipment shall park or idle beneath a known roost location.

If the project cannot avoid removal of an active roost, an exclusion plan shall be prepared to mitigate the loss of a significant roost, which shall detail installation of replacement housing and installation/monitoring of exclusionary devices. The exclusion plan shall require approval from CDFW prior to implementation.

Reporting shall include the following:

- The exact location of all roosting sites (location shall be adequately described and drawn on a map).
- The number of individuals present at the time of visit.
- The location, amount, distribution, and age of all droppings shall be described and pinpointed on a map.
- The type of roost (i.e., day roost, maternity roost, night roost, or bachelor colony) must also be clearly stated.

All survey results, including field data sheets, shall be provided to the CDFW and the City. Locations of all roosts shall be kept confidential to protect them from disturbance.

Plan Requirements & Timing: A qualified biologist shall conduct bat surveys no more than one week before the start of construction. If active roosts are identified during the surveys, the biologist shall establish a work buffer around the roosts to allow for

construction to continue on site in other locations. The buffer(s) shall not be removed until the biologist determines it is appropriate to do so. A letter report shall be prepared and submitted to the City and CDFW upon completion of the surveys.

Monitoring: The Planning and Environmental Review Director, or designee, shall verify compliance with the project biologist.

MM-BIO-4: Avoidance of Rainy Season. Construction shall occur during the dry season (April 15 – November 1) to minimize sedimentation and potential impacts to water quality in Maria Ignacio Creek. Final paving and landscaping of the remodeled parking lot shall be completed prior to the onset of the rainy season (November 1).

Plan Requirements & Timing: The contractor shall avoid construction during the rainy season (November 2 – April 14).

Monitoring: The Planning and Environmental Review Director, or designee, shall verify compliance before issuance of the construction permit.

MM-BIO-5: Stormwater Pollution Prevention Plan (SWPPP). The Applicant shall retain a Qualified SWPPP Developer (QSD) to prepare a SWPPP to minimize the potential for discharge of pollutants from the Project during construction activities. The SWPPP shall be designed to meet the requirements of the RWQCB's General Construction Permit (GCP) and/ or County permitting process (e.g., grading permit). The SWPPP shall include both structural and non-structural best management practices (BMPs) including straw wattles around storm drains, silt fencing and or other physical controls to divert flows from exposed soil, spill prevention methods, and clean housekeeping methods for storing and refueling machinery.

As part of the SWPPP, the Contractor shall include specifications, installation requirements, and locations of appropriate BMPs to control sediment, coarse particles, concrete, and other materials exposed during construction and drilling to protect aquatic and riparian habitats adjacent to construction site. Erosion control measures shall be implemented to prevent runoff of these materials into Maria Ygnacio Creek. Silt fencing, straw bales, and/or sandbags should be used in conjunction with other methods to prevent turbid waters from entering the creek.

The Applicant shall retain a Qualified SWPPP Practitioner (QSP) to monitor the site's SWPPP measures prior to the start of construction and throughout the duration of construction to ensure they continue to function properly and as intended.

Plan Requirements & Timing: The contractor shall submit a SWPPP or an exemption to the RWQCB prior to the start of construction activities, as determined appropriate.

Monitoring: The Planning and Environmental Review Director, or designee, shall verify compliance before issuance of the construction permit. The QSP shall complete weekly SWPPP inspections and reporting throughout construction.

MM-BIO-6: Construction Site Maintenance. To maintain the construction site in a manner that reduces impacts to Maria Ignacio Creek, the contractor shall do the following:

- Maintenance of construction vehicles and other heavy equipment (re-fueling, lubrication, etc.) shall be restricted to the paved portion of the project site and shall not be closer than 150 feet from the western edge of the riparian corridor. Spill kits shall be maintained at all service locations and fluid spills shall be immediately contained and properly disposed.

- Concrete washouts shall be located at least 100 feet from the SPA limit and clearly marked for use. Construction personnel shall implement applicable Best Management Practices (BMPs) during project construction.
- Vehicular parking, soil, and other material stockpiles, and equipment laydown areas shall be restricted to existing paved portions of the project site.
- Trash receptacles shall be installed at the start of construction and shall be regularly emptied to prevent trash from entering ESHA or SPA. All construction debris shall be prevented from falling into the stream channel. Any material that does fall into a stream during construction shall be immediately removed in a manner that has minimal impact to the streambed and water quality.
- A small asphalt area in the northeastern corner of the SPA, abutting ESHA, directs storm water from the northern section of the site into an outfall that discharges directly to Maria Ygnacio Creek. This outfall shall be fully protected from construction activities along Hollister Avenue for the duration of construction.

Plan Requirements & Timing: The contractor shall maintain the project site in accordance with this mitigation measure throughout the duration of the construction period.

Monitoring: The Planning and Environmental Review Director, or designee, shall verify compliance with the project biologist.

MM-BIO-7: Biological Monitoring. A qualified biologist shall inspect the project area once per week for the duration of construction and landscaping to verify compliance with the fencing requirement and other mitigation measures. The biologist shall continuously monitor construction and landscaping improvements along Hollister Avenue within 50 feet of the SPA limit.

Plan Requirements & Timing: A qualified biologist shall monitor full time during construction and landscaping along Hollister Avenue within 50 feet of the SPA. Additionally, the biologist shall conduct weekly inspections during the construction period to ensure compliance with Mitigation Measure MM-BIO-1 through MM-BIO-6.

Monitoring: The Planning and Environmental Review Director, or designee, shall verify compliance with the project biologist.

vi. Residual Impact

With implementation of the above mitigation measures, residual project impacts on biological resources would be less than significant. Mitigation Measures BIO-1 through BIO-7 would ensure that impacts to special status species, including roosting bats and nesting birds; sensitive natural communities; and water quality would be reduced. Specifically, MM-BIO-1 would fence off sensitive natural areas to be avoided during construction. MM-BIO-2 and MM-BIO-3 would minimize potential impacts to nesting birds and roosting bats, respectively, by conducting pre-construction surveys for such species and providing a construction buffer area, as needed. Potential water quality impacts would be minimized through implementation of MM-BIO-4 through BIO-7.

E. CULTURAL RESOURCES

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

Wood Environmental and Infrastructure Solutions, Inc. (Wood) completed a cultural resources records search in April 2020 for the project site and prepared a memorandum outlining the results. This section incorporates the analysis, findings, and recommendations contained in the memorandum, which is available in Attachment D to this document.

i. Existing Setting

Prehistoric Setting

Evidence exists for the presence of humans in the Santa Barbara coastal area for thousands of years. While some researchers have proposed that the Santa Barbara Channel area may have been settled as early as 40,000 years ago, only limited evidence for occupation much earlier than 9,500 years has been discovered. Even so, human prehistory along the Santa Barbara channel area coast may extend back as much as 12,000 years. Beginning approximately 7,500 years ago, prehistoric human settlement in the local area apparently increased rapidly with a number of sites dating to approximately this time, and many more dating subsequent to it (City of Goleta 2006c).

Ethnographic and Historic Setting

Historically, settlement in the vicinity of the project site was defined by three periods: the Mission Period (AD 1769 to 1830), the Rancho Period (AD 1830 to 1865), and the American Period (AD 1865 to 1915). The first European contact to the Santa Barbara coastal region was by Portuguese explorers in 1542, followed by the Spanish in 1602. At the time of this first European contact in 1542, the Goleta area was occupied by a Native American group speaking a distinct dialect of the Chumash Language. This group later became known as the Barbareño Band of Chumash Indians. The Chumash were hunters and gathers who lived in areas surrounding the much larger prehistoric Goleta Slough. At the time of Spanish contact, there were at least 10 Chumash villages in the Goleta area and immediate vicinity (City of Goleta 2006c).

As provided in the City's General Plan Final Environmental Impact Report (EIR), the City is known to contain prehistoric, ethnographic, historical, and paleontological resources. The City's General Plan Final EIR (Figure 3.5-1, Historic Resources), shows areas containing known sensitive historic/cultural resources, identifying 46 historic resource locations and two sensitive areas. The proposed project site is not identified as being within a sensitive cultural resource area (City of Goleta 2006c). The project site has been previously graded and disturbed and is developed with a paved, temporary surface parking lot. No structures are located on the site.

ii. 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 and Guidelines Manual*. The City's adopted thresholds indicate that a project would result in a significant impact on a cultural resources if it results in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of such a resource would be materially impaired.

iii. Project Specific Impacts

a) No Impact. The project site is developed with a surface parking lot and does not contain structures. The only historic resource identified within 0.5 mile of the project site is the Sexton House, which is located approximately 0.4 mile northwest of the project site. The proposed project would not alter the Sexton House or its setting. Therefore, no impact to historic resources would occur.

b) Less Than Significant Impact With Mitigation Incorporated. According to the cultural resources records search results, 35 investigations have been completed within 0.5 mile of the project site, including two systematic archaeological site investigations completed on the project site, one in 1979 and one in 2007. No archaeological resources were identified on the project site or within 0.5 mile of the site.

The project site has been previously graded for construction of the existing parking lot, and, based on the records search results, the project site has low potential for archaeological resources. While it is unlikely that previously undiscovered archaeological resources exist on the site, if such do exist on site, ground-disturbing activities during project construction could significantly impact such resources as excavations for the stormwater detention basin would extend beyond existing disturbance depths. Therefore, to avoid potential impacts to archaeological resources in the unlikely event that such resources are discovered during construction, Mitigation Measure MM-CR-1 would be required.

c) Less Than Significant Impact. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Therefore, human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are encountered during project construction, State Health and Safety Code Section 7050.5 requires the project to halt until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to PRC Section 5097.98. Compliance with these regulations would ensure the proposed project would not result in significant impacts due to disturbance of human remains, and impacts would be less than significant.

iv. Cumulative Impacts

The proposed project would not impact historic resources, and therefore, the project would not contribute to a cumulative impact to historic resources. Likewise, construction of the proposed project would not impact known prehistoric archaeological sites. The project would have the potential to result in cumulative impacts to archaeological resources if it were to disturb previously undetected resources. However, as described above, the potential for such an impact to occur at the project site is low and in the unlikely event that intact resources are encountered during construction, implementation of Mitigation Measure MM-CUL-1 would ensure proper handling of such resources. Therefore, the project's cumulative impacts to archaeological resources would not be cumulatively considerable. The project also is not anticipated to disturb human remains, and compliance with State Health and Safety Code Section 7050.5 would ensure that the project would not result in cumulatively considerable impacts to human remains.

v. Required/Recommended Mitigation Measures

Project construction would have the potential to disturb previously undiscovered archaeological resources. The following mitigation measure for this potential effect will be included in the project approval and have been agreed to by the applicant:

MM-CUL-1: Discovery of Cultural Resources. If archaeological resources are encountered during grading, work shall be stopped immediately or redirected until a City-approved archaeologist and local Chumash Native American consultant can evaluate the significance of the find pursuant to the Phase 2 investigation standards set forth in the City's *Archaeological Guidelines*. The Phase 2 study must be funded by the applicant at the applicant's sole expense. If resources are found to be significant, they shall be subject to a Phase 3 mitigation program consistent with the City's *Archaeological Guidelines*. The Phase 3 mitigation program must also be funded by the applicant.

Plan Requirements & Timing: If archaeological resources are encountered during grading, the identification of the City-qualified archaeologist and Chumash Native American consultant shall be approved by the City prior to additional grading in the vicinity of the find. The monitors must be on site during all project excavation, grading, or other soil disturbance required to conduct the Phase 2, and if necessary, Phase 3 investigations.

Monitoring: The Planning and Environmental Review Director, or designee, must verify compliance before grading/construction in the vicinity of the find may be resumed.

vi. Residual Impact

With implementation of the above mitigation measure, residual project impacts on cultural resources would be less than significant. MM-CUL-1 would ensure that any discovered significant cultural resources on site would be handled in a manner that would reduce potential significant impacts to such resources. This includes conducting further analysis on any cultural resources discovered on site.

F. ENERGY

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

i. Existing Setting

Electricity and Natural Gas

Electricity and natural gas are primarily consumed by the built environment for lighting, appliances, heating and cooling systems, fireplaces, and other uses such as industrial processes in addition to being consumed by alternative fuel vehicles. In 2019, California used 277,704 gigawatt-hours (GWh) of electricity, of which 32 percent was from renewable resources (California Energy Commission [CEC] 2021a). California also consumed approximately 13,158 million U.S. therms (MMthm) of natural gas in 2019 (CEC 2021b). The project site would be provided electricity by Southern California Edison (SCE) and natural gas by Southern California Gas Company (SCG). Table E-1 and Table E-2 show the electricity and natural gas consumption by sector and total for SCE and SCG.

Table E-1

Electricity Consumption in the SCE Service Area in 2019

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Streetlight	Total Usage
2,788	30,407	4,413	13,088	2,359	532	90	80,913
Notes: Usage expressed in gigawatt-hours *Source:* CEC 2021c							

Table E-2

Natural Gas Consumption in SCG Service Area in 2019

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Usage
73	948	82	1,684	219	2,419	5,425
Notes: All usage expressed in million U.S. therms *Source*: CEC 2021b						

Petroleum

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes. In 2019, approximately 39 percent of the state's energy consumption was used for transportation activities (U.S. Energy Information Agency [EIA] 2021). Californians presently consume over 19 billion gallons of motor vehicle fuels per year (CEC 2018). Though California's population and economy are expected to grow, gasoline demand is projected to decline from roughly 15.8 billion gallons in 2017 to between 12.3 billion and 12.7 billion gallons in 2030, a 20 percent to 22 percent reduction. This decline comes in response to both increasing vehicle electrification and higher fuel economy for new gasoline vehicles (CEC 2018).

California is one of the top producers of petroleum in the nation with drilling operations occurring throughout the state but concentrated primarily in Kern and Los Angeles counties. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay area, and the Central Valley. California oil refineries also process Alaskan and foreign crude oil received at ports in Los Angeles, Long Beach, and the San Francisco Bay area (CEC 2021d). California requires all motorists use California Reformulated Gasoline, which is sourced almost exclusively from in-state refineries. Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with 15.4 billion gallons sold in 2019 (CEC 2021e). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California with 1.8 billion gallons sold in 2019 (CEC 2021e).

Regulatory Setting

The City's General Plan Conservation Element and Climate Action Plan (CAP) include goals and measures to reduce energy use and meet State greenhouse gas (GHG) reduction targets and energy efficiency goals. Given the nature of the project (e.g., minor upgrades to an existing surface parking lot), measures and goals contained in the General Plan, CAP, and EEAP are of limited applicability to the proposed project. Applicable goals and policies are described below:

General Plan

- **Policy CE 13:** To promote energy efficiency in future land use and development within Goleta, encourage the use of renewable energy sources, and reduce reliance upon fossil fuels (City of Goleta 2009b).

Climate Action Plan

- **Measure BEE-1:** Continue implementation of residential and commercial building code that exceeds Title 24 Standards by 15 percent.
- **Measure BEE-5:** Support planting of new trees in the City through an Urban Forest Management Plan.
- **Measure T-8:** Encourage bicycle parking through development of design guidelines and policies (City of Goleta 2014).

ii. Thresholds of Significance

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

iii. Project Specific Impacts

a) Less Than Significant Impact. The project is expected to utilize electricity and diesel and gasoline fuels as energy during the primary construction and operational phases. If required, the project would include electric vehicle charging stations for automobiles and bicycles. Energy use during project construction and operation were estimated using the assumptions and factors from the air pollutant and GHG emission modeling prepared using CalEEMod version 2020.4.0. However, energy use during project operation is considered conservative because the modeling does not take into account the potential for electric vehicle charging stations.

Construction Energy Demand

During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The project would require demolition, site preparation and grading, paving, building construction, architectural coating, and landscaping.

As shown in Table E-3, construction equipment and hauling and vendor trips would consume approximately 15,609 gallons of diesel fuel over the project construction period. Of this total, construction equipment would consume an estimated 12,937 gallons of fuel and vendor and hauling trips would consume approximately 2,672 gallons of fuel. Construction worker trips would consume approximately 590 gallons of gasoline. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

Table E-3

Estimated Fuel Consumption during Construction

	Fuel Consumption (gallons)	
Source	**Gasoline**	**Diesel**
Construction Equipment & Hauling Trips	–	15,609
Construction Worker Vehicle Trips	590	–
See Attachment B for CalEEMod Modeling Results.		

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-

fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the EPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as 2019 California's Green Building Standards Code (CALGreen; California Code of Regulations, Title 24, Part 11), the project would comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and construction-related impacts would be less than significant.

Operational Energy Demand

Project operation would involve electricity use for the powering of on-site safety and landscaping lighting. According to the CalEEMod results, the project would consume approximately 37,940 kWh of electricity per year. These estimates are conservative as they do not account for energy use associated with the existing temporary parking lot operating on the project site. Furthermore, the project would comply with Title 24 lighting requirements and would utilize energy efficient light emitting diode (LED) lighting throughout the site. Furthermore, the project would continue to reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by SCE continues to increase to comply with State requirements through Senate Bill 100 (SB 100), which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. Therefore, the proposed project would not lead to wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

b) Less Than Significant Impact. As discussed above, SB 100 mandates 100 percent clean electricity for California by 2045. Because the project would be powered by the existing electricity grid, the project would eventually be powered by renewable energy mandated by SB 100 and would not conflict with this statewide plan. Additionally, as discussed above, the project would be subject to and would comply with the Title 24 lighting requirements. The project would also align with the applicable energy-related goals and measures contained in the General Plan and CAP by complying with the requirements of Title 24 to reduce electricity use, adding bicycle parking facilities in the permanent parking lot to enable alternate modes of transportation, and planting 83 new trees on the project site to reduce the urban heat island effect. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and there would be no impact.

iv. Cumulative Impacts

The proposed project would not substantially alter energy use on the site, as the project site currently serves as a surface parking lot and would continue to do so under the proposed project. Additionally, the project would be consistent with local and state policies related to energy conservation, such as Title 24 and the Goleta CAP. Therefore, project impacts related to energy would not be cumulatively considerable.

v. Required/Recommended Mitigation Measures

No potentially significant energy efficiency impacts are identified; therefore, no mitigation is necessary.

vi. Residual Impact

The project would result in less than significant impacts.

G. GEOLOGY AND SOILS

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

A Geotechnical Memorandum was prepared for the proposed project by Fugro USA Land, Inc. (Fugro) in October 2020 (see Attachment E to this document). This section incorporates the analysis, findings, and recommendations contained in the memorandum.

i. Existing Setting

The project site gently slopes to the south, with elevations ranging from approximately 52 feet above mean sea level in the north to 39 feet above mean sea level in the southern portion of the site. Soils on the site are mapped primarily as elder sandy loam, 0 to 2 percent slopes, with a small area in the southwest of the site mapped as Goleta loam, 0 to 2 percent slopes (United States Department of Agriculture 2021). According to the Geotechnical Memorandum, the project site soils are anticipated to consist of three to five feet of artificial fill, below which is alluvial soils consisting of coarse- and fine-grained strata of medium dense silty sand and clayey sand and medium stiff to stiff silt and sandy lean clay. Groundwater is anticipated to occur at a depth of 15 to 20 feet below ground surface.

The project site is not located within or adjacent to an Alquist-Priolo mapped fault zone; the nearest mapped fault zone is the San Andreas Fault, located approximately 42 miles northeast of the site (California Department of Conservation 2021b). However, the site is located in a seismically active region of southern California that has experienced ground motion in response to earthquakes in the past. All of Goleta is located within Seismic Zone D as designated by the California Building Code. The potential for landslides, collapse, and liquefaction on the project site have a low, moderate, and moderate problem ratings, respectively, as identified in the Santa Barbara County Comprehensive Plan Seismic Safety and Safety Element (County of Santa Barbara 2015).

According to the GP/CLUP Final EIR, the project site is underlain by alluvium formations from the Quaternary period, which have low potential for fossil formations (City of Goleta 2006c). Additionally, the project site does not contain any unique geologic features.

ii. Thresholds of Significance

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

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

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

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

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

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

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

iii. Project Specific Impacts

a, c, GEO-1, -2, -3, -4, -5) Less Than Significant Impact. There are no Alquist-Priolo mapped earthquake faults identified on the project site or in the immediate project area, although strong ground shaking during seismic activity is a potential hazard common to the entire city and most of California. Nonetheless, the proposed project involves a permanent surface parking lot on the site and does not propose any structures that could directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death due to fault rupture or seismic ground shaking. The project would result in a less than significant hazard related to fault rupture and ground shaking.

According to the County of Santa Barbara's Comprehensive Plan Seismic Safety and Safety Element, the project site is within an area mapped as having moderate potential for liquefaction and collapse (County of Santa Barbara 2015). The Geotechnical Memorandum indicates that project site preparation would include recompaction to 95 percent relative compaction and that subgrade compaction and fill placement would be observed and tested by a certified geotechnical engineer. This process would ensure stable soil conditions on the project site and that risks related to liquefaction and unstable soils would be less than significant. In addition, the topography of the site and surrounding developed parcels is gently sloped and the site is not mapped in an area of moderate or high landslide potential (County of Santa Barbara 2015). The project would not result in cut slopes exceeding 1.5 horizontal to 1 vertical or 15 feet in height, nor would it result in slopes exceeding 20 percent grade except for in the stormwater detention basin required for proper management of stormwater on the project site. Therefore, the project site is not at risk of landslides, mudslides, or unstable slopes. Potential impacts associated with liquefaction, seismic activity, and unstable slopes and soils would be less than significant.

b) Less Than Significant Impact. The project site is developed with a paved parking area and landscaping with gently sloped topography. Ground-disturbing activities associated with project construction may result in removal of topsoil or soil erosion during repaving and construction of the proposed stormwater detention basin, which would require the removal of 1,700 cubic yards of soil. The potential for project construction activities involving soil disturbance, such as excavation, stockpiling, and grading to result in increased erosion and sediment transport by stormwater to surface waters would be minimized because the project would be required to comply with a Construction General Permit, which is issued by the State Water Resources Control Board (SWRCB). The Construction General Permit requires the development of a Stormwater Control Plan (SWCP), which outlines BMPs to reduce erosion and topsoil loss from stormwater runoff (also refer to the discussion in Section J, *Hydrology and Water Quality*). Compliance with the Construction General Permit would ensure that BMPs are implemented during construction, such as the covering of inactive stockpiles and slopes, that would minimize soil erosion or the loss of topsoil. Upon completion of project construction, all areas disturbed by project-related construction that are not covered by impervious surfaces would be landscaped and stabilized. Potential impacts related to soil erosion and topsoil loss would be less than significant.

d) Less Than Significant Impact. The project site is underlain by elder sandy loam and Goleta loam, which are well-drained soils with low potential for expansion. Furthermore, the proposed project would not involve construction of structures, and grading and paving construction for the proposed permanent parking lot would be required to adhere to local and State mandated grading and construction requirements

and engineering standards. Therefore, potential impacts related to expansive soils would be less than significant.

e) No Impact. The proposed project involves the development of a permanent parking lot. No restrooms are proposed, and no septic systems would be used for the project. Therefore, no impact associated septic systems would occur.

f) Less Than Significant Impact with Mitigation Incorporated. The project site is currently developed, has low paleontological sensitivity, does not contain unique geologic formations, and is in an urbanized area of the City. Due to the site being previously graded and developed, with artificial fill to a depth of three to five feet below ground surface, it is unlikely that unique paleontological resources exist in surficial soils on the project site. However, project construction activities would involve minor disturbance of surface soils for repaving, and removal of 1,700 cubic yards of soil for construction of the stormwater detention basin. Although project implementation is not expected to uncover paleontological resources, a remote possibility for such resources to be uncovered during excavation of the stormwater detention basin exists, and therefore, the potential for impacts to previously undiscovered paleontological resources cannot be ruled out. Mitigation Measure MM-GEO-1 would therefore be required to avoid impacts to paleontological resources in the case of unanticipated fossil discoveries.

iv. Cumulative Impacts

Cumulative development in the City would expose new residents and property to geologic and soil-related hazards in the area. However, such impacts would be addressed on a project-by-project basis through preparation of required soils and geotechnical engineering studies and adherence to the recommendations therein, as well as adherence to existing City and state regulations, including the California Building Code. The project could potentially have a significant impact to paleontological resources. However, in the event that paleontological resources are encountered during construction, implementation of Mitigation Measure MM-GEO-1 would ensure proper handling of such resources. Therefore, the project's cumulative impacts to geology, soils, and paleontological resources would not be cumulatively considerable.

v. Required/Recommended Mitigation Measures

The project may have the potential to affect previous undiscovered paleontological resources. A mitigation measure for this potential effect will be included in the project approval and have been agreed to by the applicant:

MM-GEO-1: Unanticipated Discovery of Paleontological Resources. In the event an unanticipated fossil discovery is made during the course of project development, construction activity shall be halted in the immediate vicinity of the fossil, and a qualified professional paleontologist shall be notified and retained to evaluate the discovery, determine its significance, and determine if additional mitigation or treatment is warranted. Work in the area of the discovery shall resume once the find is properly documented and the qualified professional paleontologist authorizes resumption of construction work. Any significant paleontological resources found during construction monitoring shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository under the oversight of the qualified paleontologist.

Plan Requirements & Timing: If paleontological resources are encountered during construction, the identification of the qualified paleontologist shall be approved by the City prior to additional grading in the vicinity of the find.

Monitoring: The Planning and Environmental Review Director, or designee, must verify compliance before grading/construction in the vicinity of the find may be resumed.

vi. Residual Impact

With implementation of the above mitigation measure, residual project impacts on geology, soils, and paleontological resources would be less than significant.

H. GREENHOUSE GAS EMISSIONS

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

i. Existing Setting

Climate Change Background

Parts of the Earth's atmosphere act as an insulating "blanket" for the planet. This "blanket" of various gases traps solar energy, which keeps the global average temperature in a range suitable for life. The collection of atmospheric gases that comprise this blanket are called "greenhouse gases," based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), and chlorofluorocarbons (CFCs), all act as effective global insulators, reflecting visible light and infrared radiation back to earth. Most scientists agree that human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. As a result, the Earth's overall temperature is rising.

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

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

According to the EPA, a GHG is any gas that absorbs infrared radiation in the atmosphere. This absorption traps heat within the atmosphere creating a greenhouse effect that is slowly raising global temperatures. California law defines GHG to include the following: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) (Health and Safety Code, § 38505(g)).

The effect each GHG has on climate change is measured as a combination of the volume of its emissions, and its global warming potential (GWP), and is expressed as a function of how much warming would be caused by the same mass of CO2. Thus, GHG emissions are typically measured in terms of pounds or tons of CO2 equivalents (CO_2e), and are often expressed in metric tons of CO2 equivalents (MT CO_2e) or millions of metric tons of CO_2 equivalents (MMT CO_2e).

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

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

ii. Regulatory Framework

In response to climate change, California implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15 percent reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed Senate Bill 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program and the Low Carbon Fuel Standard, and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases, and anthropogenic black

carbon) and SB 100 (discussed further below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends local governments adopt policies and locally appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) of CO_2e by 2030 and two MT of CO_2e by 2050 (CARB 2017).

Other relevant state laws and regulations include:

- **SB 375:** The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the Metropolitan Planning Organization's Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035.
- **SB 100:** Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.
- **California Building Standards Code (California Code of Regulations Title 24):** The California Building Standards Code consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2019 Title 24 standards. Part 6 is the Building Energy Efficiency Standards, which establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. Part 12 is the California Green Building Standards Code (CALGreen), which includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures

iii. Thresholds of Significance

The State Natural Resources Agency adopted amendments to the CEQA Guidelines for GHG emissions that became effective on March 18, 2010. These new CEQA Guidelines provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents. According to the amendments made to Appendix G of the CEQA Guidelines, the project would have a significant impact if it would:

A. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
B. Conflict with an applicable plan, policy, or regulation adopted for the purposed of reducing the emissions of GHGs.

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes

resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

According to CEQA Guidelines Section 15183.5(b), projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (2016) in its white paper, Beyond Newhall and 2020, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions. Currently, the City of Goleta has an adopted a Climate Action Plan since July 2014.

However, under CEQA Guidelines Section 15183.5, the lead agency has discretion to select a model or methodology it considers most appropriate to enable decision makers to intelligently account for the project's incremental contribution to climate change. The City of Goleta has not established CEQA significance thresholds for GHG emissions, but Santa Barbara County has adopted a GHG thresholds for non-industrial projects in their Environmental Thresholds and Guidelines Manual (Santa Barbara County 2021). Per the manual, a project's GHG emissions is first compared against a numeric screening threshold of 300 metric tons of carbon dioxide equivalent (MT CO2e) per year. If a proposed project's estimated GHG emissions meet or exceed the screening threshold, the project's emissions should be compared to an efficiency threshold of 3.8 MT CO2e per service population per year. Construction emissions should be amortized over the lifetime of the project, if known, or a default lifetime of 30 years.

The City of Goleta is located in Santa Barbara County and shares meteorological attributes, and thresholds deemed applicable in Santa Barbara County would also reasonably apply to projects within the City of Goleta. Therefore, the City has determined the Santa Barbara County non-industrial threshold is appropriate for the proposed project.

SB 32 and Executive Order S-3-05 extend the state's GHG reduction goals to meet a state goal of reducing GHG emissions to 1990 levels by 2020, 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050. The Santa Barbara County non-industrial threshold was adopted consistent with the state requirements.

iv. Methodology

GHG emissions associated with project construction and operation were estimated using CalEEMod Version 2020.4, with the assumptions described under Section 3, *Air Quality*, in addition to the following:

Utility Energy Intensity Factors

The project would be served by Southern California Edison (SCE). Therefore, SCE's specific energy intensity factors (i.e., the amount of CO_2e per megawatt-hour) are used in the calculations of GHG emissions. However, per SB 100, the statewide RPS Program requires electricity providers to increase procurement from eligible renewable energy sources to 60 percent by 2030. To account for the continuing effects of the RPS,

the energy intensity factors included in CalEEMod were reduced for year 2030 based on the percentage of renewables reported by SCE. SCE energy intensity factors that include this reduction are shown in Table GHG-1.

Table GHG-1

SCE Energy Intensity Factors

	2021 (lbs./MWh)	**2030 (lbs./MWh)[2]**
Percent procurement	35.1%[1]	60%
CO_2	391	241
CH_4	0.033	0.020
N_2O	0.004	0.002

[1] Source: SCE 2021
[2] RPS goal established by SB 100
lbs = pounds; MWh = megawatt-hour; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; RPS = Renewable Portfolio Standards; SB = Senate Bill
See Attachment B utility energy intensity factors.

v. Project Specific Impacts

a) Less Than Significant Impact. Construction and operation of the proposed project would generate GHG emissions. This analysis considers the combined impact of GHG emissions from both construction and operation. Calculations of CO_2, methane, and nitrous oxide emissions are provided to identify the magnitude of potential project effects.

Construction of the proposed project would generate temporary GHG emissions primarily as a result of operation of construction equipment on-site as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport materials and soil export. As shown in Table GHG-2, construction of the proposed project would generate an estimated total of 154 MT of CO_2e, which would equal approximately 5 MT of CO_2e when amortized over 30 years.

Table GHG-2

Estimated Construction GHG Emissions

Year	**Emissions (MT of CO_2e)**
2022	144
2023	10
Total	**154**

MT = metric tons; CO_2e = carbon dioxide equivalents
Notes: Emissions modeling was completed using CalEEMod. See Appendix A for modeling results.
See Attachment B for CalEEMod outputs.

Operation of the proposed project would generate GHG emissions associated with area sources (e.g., landscape maintenance) and energy (e.g., light poles). As shown in Table GHG-3, annual operational emissions generated by the proposed project combined with amortized construction emissions would total approximately 13 MT of

CO_2e per year, which would not exceed the screening threshold of 300 MT of CO_2e per year. Therefore, impacts would be less than significant.

Table GHG-3

Combined Annual GHG Emissions

Emission Source	**Annual Emissions (MT of CO_2e per year)**
Construction	5[1]
Operational	
Area	<1
Energy	4
Solid Waste	0
Water	0
Mobile	4
Total Emissions	**13**
Screening Threshold	**300**
Threshold Exceeded?	**NO**

[1] Construction emissions amortized over 30 years.
MT = metric tons; CO_2e = carbon dioxide equivalents
Notes: Emissions modeling was completed using CalEEMod. See Appendix A for modeling results. See Attachment B for CalEEMod outputs

b) No Impact. There are numerous State plans, policies, and regulations adopted to reduce GHG emissions. The principal state plan and policy is AB 32, the California Global Warming Solutions Act of 2006, and the follow up, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the State to achieve the reductions. The 2017 Scoping Plan's goals include reducing fossil fuel use and energy demand. The project would comply with the latest Title 24 Green Building Code and Building Efficiency Energy for lighting efficiency.

The City's CAP is a long-range plan to reduce GHG emissions from city government operations and community activities within Goleta (City of Goleta 2014). The CAP is a qualified GHG reduction plan consistent with State CEQA Guidelines Section 15183.5 through year 2020. The CAP also identified an emission reduction target for 2030 and presents an emissions reductions scenario to achieve the target, under the auspices of the Executive Order S-3-05. The City's 2020 GHG forecast predicts that On-Road Transportation and Land Use will account for approximately 42 percent of the City's GHG emissions. As stated above, the project would comply with energy efficiency goals of the CAP through lighting efficiency.

In general, a parking lot use is planned to satisfy existing vehicle transportation demand and is inherently not oriented for other CAP goals such as increasing sustainable

transportation uses. The parking lot would be used by electric vehicles in a similar fashion to gasoline vehicles and would therefore support electric vehicle infrastructure. Therefore, the project would not conflict with the City CAP.

The Santa Barbara County Association of Governments (SBCAG)'s Fast Forward 2040 is the applicable Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the region (SBCAG 2017). The RTP/SCS guides sustainable transportation improvements in the region. As stated above, parking lot use is planned to satisfy existing vehicle transportation demand and is inherently not oriented for RTP/SCS goals such as increasing sustainable transportation uses. The parking lot would be used by electric vehicles in a similar fashion to gasoline vehicles and would therefore support electric vehicle infrastructure. Therefore, the project would not conflict with the SBCAG's Fast Forward 2040.

Given the aforementioned, the project would not conflict with State plans, policies, and regulations adopted to reduce GHG emissions, and no impact would occur.

vi. Cumulative Impacts

Individual projects do not generate sufficient GHG emissions to influence climate change directly. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]). The significance threshold used for the GHG analysis on a project level (300 MT CO_2e per year) from constructional and operational sources only are also intended to address cumulative GHG impacts. The project's operational emissions as outlined in Table GHG-3 would not exceed the screening threshold; therefore, the project's contribution to cumulative GHG impacts are considered less than significant.

vii. Required/Recommended Mitigation Measures

Based on the above analysis, impacts on GHG emissions would be less than significant and no mitigation measures are proposed or required.

viii. Residual Impact

Residual project impacts on GHG emissions would be less than significant.

I. HAZARDS AND HAZARDOUS MATERIALS

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

i. Existing Setting

The city contains various sources of hazardous wastes/materials, such as industrial facilities, laboratories, and gas stations. Predominant land uses in the vicinity of the project site include residential, commercial, and medical offices. The existing facility on the project site includes a temporary parking lot used by GVCH.

A records search through the SWRCB's GeoTracker and the California Department of Toxic Substance Control's EnviroStor for contaminated sites or Leaking Underground Storage Tank (LUST) sites within a 0.5-mile radius of the project was conducted (see Attachment F). Five sites were located within the 0.5-mile radius of the project site, but none have the potential to effect on the project site due to either the cases being closed, or topography and distance.

The project site lies approximately 1.2 mile east of the Santa Barbara Municipal Airport (SBMA), outside of the Clear Zone and Approach Zone for the SBMA (City of Goleta 2009c). There are no other airports or airstrips within two miles of the project site.

The nearest school to the project site is Hollister Elementary School located approximately 0.8 mile to the east of the project site.

ii. Thresholds of Significance

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

iii. Project Specific Impacts

a, b) Less Than Significant Impact With Mitigation Incorporated. The proposed project would not involve the routine transport, use, or disposal of hazardous substances, other than minor amounts typically used for grading during construction, as well as site maintenance, including landscaping, after construction. Grading activities would use a limited amount of hazardous and flammable substances/oils during heavy equipment operation for site preparation. Standard construction BMPs for the use and handling of such materials would be implemented to avoid or reduce the potential for such conditions to occur. Further, the transport, use, and storage of hazardous materials during construction of the project would be conducted in accordance with all applicable federal and State laws, such as the Hazardous Materials Transportation Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. At the local level, the County Fire Department and Health Department screens inventories and inspects sites permitted to use or store hazardous materials regularly. However, as discussed in Response "a, b" in Section D, *Biological Resources*, surface runoff from the parking lot during construction and operation of the project could impact water quality in the creek through contaminants such as asphalt by-products, oil, gasoline, lubricants, and other vehicle-related sources. Implementation of standard conditions of approval in Section J, *Hydrology and Water Quality*, as well as Mitigation Measures MM-BIO-1, -4, -5, and -6 in Section D, *Biological Resources*, would ensure that the project complies with federal and State water quality standards, waste discharge requirements, and protect surface and ground water quality from hazardous materials. Therefore, this potentially significant impact can be mitigated to less than significant levels.

c) No Impact. There are no schools within 0.25 mile of the project site. The nearest school is Hollister Elementary School, located approximately 0.8 mile east of the site. As

discussed in Response "a, b" above, the transport, use, and storage of hazardous materials during construction of the project would be conducted in accordance with applicable federal and State laws, and operation of the project would not result in the handling of hazardous materials. Hazardous materials would follow the highway transportation route along U.S. Highway 101, as laid out in Figure 5-3 of the City's General Plan Safety Element (City of Goleta 2006b). Hollister Elementary School is located within a residential neighborhood and is approximately 0.7 mile south of U.S. Highway 101. As such, transport of hazardous materials would not be in proximity to the school. Therefore, no impact would occur.

d) No Impact. A hazardous waste site records search was completed in July 2021, using GeoTracker, an online database of hazardous site records maintained by the California State Water Resources Control Board (SWRCB 2021), and EnviroStor, an online database for hazardous waste facilities maintained by the California Department of Toxic Substances (California Department of Toxic Substances Control 2021.). No open or closed cases occur on the project site or within 375 feet of the project site. Five sites were located within the 0.5-mile radius of the project site, but none have the potential to effect on the project site due to either the cases being closed, or topography and distance. Additionally, considering the nature of the proposed project (a permanent parking lot and associated improvements), the project would not create a significant hazard to the public or environment. Therefore, no impact associated with hazardous materials sites would occur.

e) No Impact. The project site lies approximately 1.2 miles east of the SBMA and is located outside of the Clear Zone, Approach Zone, and the Airport Influence Area (City of Goleta 2009c). Although the project site is located within two miles of the SBMA, the project would not result in a safety or excessive noise hazard for people residing or working in the project area as a result of noise generated by aircraft. The project site also is located outside the 60-dBA contour for the SBMA. As such, no hazards-related impact associated with airports would occur.

f, g) No Impact. The project would not result in the construction of any new facilities or establishment of new uses that could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project site is currently serving as a temporary vaccination clinic location during the COVID-19 public health emergency, and therefore, has been beneficial to the community during the current health emergency. The proposed parking could also continue to be used as a temporary clinic location during the continued COVID-19 situation as well as other public health emergencies. The project site is located outside of the City's Wildland Fire Hazard Area, approximately 1.3 miles south of the nearest High Fire Hazard Severity Zone located within a State Responsibility Area (City of Goleta 2016). Therefore, no impact would occur.

iv. Cumulative Impacts

With the implementation of federal, State, and local regulations regarding the use, transportation, and disposal of hazardous waste, the project would not result in significant impacts related to hazardous materials, with the exception of potentially significant impacts related to water quality. However, such significant impacts would be reduced to less than significant levels with project-specific mitigation. Other cumulative projects with potential water quality impacts from hazardous materials would also be mitigated on a project-by-project basis. Therefore, cumulative hazards and hazardous

materials impacts would be mitigated to level than significant levels and the proposed project's contribution to cumulative impacts would be less than significant.

v. Required Mitigation Measures

Implementation of standard conditions of approval in Section J, *Hydrology and Water Quality*, as well as Mitigation Measures MM-BIO-1, -4, -5, and -6 in Section D, *Biological Resources*, would ensure that the project complies with federal and State waste discharge requirements and water quality standards, and would protect surface and ground water quality from hazardous materials. No additional mitigation is necessary to reduce impacts to less than significant levels.

vi. Residual Impact

Residual impacts to hazards and hazardous materials would be less than significant with implementation of standard conditions of approval in in Section J, *Hydrology and Water Quality*, as well as Mitigation Measures MM-BIO-1, -4, -5, and -6 in Section D, *Biological Resources*.

J. HYDROLOGY AND WATER QUALITY

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

The hydrology and water quality analysis in this section is based on the *Stormwater Control Plan for Goleta Valley Cottage Hospital Hollipat Parking Lot,* prepared by Flowers and Associates, Inc., June 16, 2020 (SCWP) which is Attachment G to this document. The stormwater control plan includes a summary of current and proposed site drainage conditions and provides BMPs to address compliance with drainage and surface water quality requirements of the *Santa Barbara County Stormwater Technical Guide for Low Impact Development* (2nd Edition, dated February 3, 2017).

i. Existing Setting

The federal Clean Water Act and the California Water Code mandate controls on discharges from municipal separate storm sewer systems (MS4s). The California State Water Board issues National Pollutant Discharge Elimination System (NPDES) permits that require cities, towns, and counties to regulate activities which can result in pollutants entering their storm drains and/or surface and sub-surface drainage features. Municipalities implement comprehensive stormwater pollution-prevention programs. In addition, Chapter 13.04 of the Goleta Municipal Code contains the City's storm water requirements that are applicable to the development of the site.

The project site is developed with a paved temporary parking lot and gently slopes to the south. The site contains approximately 82,623 square feet of impervious surface (45.7 percent of the site). Stormwater on the site is primarily sheet flowing in a southwesterly and southeasterly direction to perimeter swales. From the swales, drainage continues through two 3-inch and 12-inch curb face openings into Hollipat Center Drive and Patterson Avenue, where it reaches a storm drain that ultimately discharges to Maria Ignacio Creek.

The project site is located in flood hazard Zone X, indicating that the project site is outside the 0.2 percent annual chance floodplain and is in an area of minimal flood hazard. Maria Ignacio Creek, a regulatory floodway, is located adjacent to the project's eastern boundary (Federal Emergency Management Agency 2018). The project site is not located within a tsunami hazard zone (California Geological Survey 2009).

ii. Thresholds of Significance

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

Threshold HYD-1: Result in a substantial alteration of existing drainage patterns.

Threshold HYD-2: Alter the course of a stream or river.

Threshold HYD-3: Increase the rate of surface runoff to the extent that flooding, including increased erosion or sedimentation, occurs.

Threshold HYD-4: Create or contribute to runoff volumes exceed existing or planned stormwater runoff facilities, or substantially degrade water quality.

iii. Project Specific Impacts

a, c.i-iv, HYD-1, -2, -3, -4) Less than Significant Impact. The proposed project involves the conversion of a temporary paved surface parking lot to a permanent paved surface parking lot, as well as streetscape, landscaping, stormwater management, and lighting improvements.

The *Santa Barbara County Stormwater Technical Guide for Low Impact Development* (2nd Edition, dated February 3, 2017), identifies four tiers of Post Construction Requirements (PCRs) for projects. Since the project proposes to replace more than 22,500 square feet of impervious surface, it must evaluate Tier 4 requirements, which also include Tiers 1 through 3. To comply with the requisite PCRs, low impact development strategies would be implemented to reduce volume of runoff and provide

treatment of runoff before it is discharged off-site, including the use of permeable paving materials in the parking lot, dispersal of runoff to landscaping and bioswales, and the construction of a 7,800-square-foot detention facility in the southeast portion of the project site for pretreatment of stormwater. The detention basin would utilize 24-inch depth sand/compost planting medium as specified in the *Stormwater Technical Guide, Compliance with Stormwater Post-Construction Requirements in Santa Barbara County*, designed to filter runoff at a rate of at least five inches per hour for treatment. The standard Conditions of Approval include a requirement to develop a stormwater facility operations and maintenance agreement and stormwater control plan that would address the operation and maintenance of these features. According to the SWCP, the proposed project would not result in increased stormwater runoff during peak flow events.

In addition, temporary construction-related water quality impacts could result if associated pollutants enter Maria Ignacio Creek or the storm water system. Implementation of the project would require disturbing portions of the project site, including excavation, grading, and construction activities. As stormwater flows over a construction site, it can pick up sediment, debris, and chemicals, and transport them to receiving water bodies. The proposed project would be required to comply with all established regulations under the NPDES permitting program to control construction stormwater discharges. Under the Construction General Permit, the project applicant would be required to eliminate or reduce non-stormwater discharges to waters of the nation, develop and implement a SWCP for project construction activities, and perform inspections of the stormwater pollution prevention measures and control practices to ensure conformance with the SWCP. BMPs to reduce potential construction impacts include measures such as the installation of silt fences to trap sediments, slope stabilization, and regular sweeping of construction sites to control dust. The stormwater quality measures would be prepared and submitted in conformance with the City Municipal Code.

Implementation of standard conditions of approval below would ensure that the project complies with federal and State water quality standards, waste discharge requirements, and would protect surface and ground water quality. Therefore, with implementation of the standard conditions of approval regarding construction washing areas and storm water control plans, project impacts to surface and groundwater quality, erosion, runoff, and stormwater pollutants would be less than significant.

b, e) Less than Significant Impact. The project site receives its water service from Goleta Water District (GWD). GWD primarily sources its water supply from the Cachuma Project reservoir, the State Water Project, and seven groundwater wells that pump water from the Goleta Groundwater Basin. Additionally, GWP utilizes recycled water for irrigation (GWD 2021). As discussed in Section S, *Utilities and Service Systems*, the proposed project's water demand would be limited to landscape irrigation and would not substantially affect GWD's ability to meet water demands. GWD provided a Preliminary Water Service Determination Letter dated October 27, 2020 (Attachment J to this document) stating that the project site has adequate historic water credit for the forecasted demand, indicating the GWD has adequate supplies to serve the project. Additionally, according to its 2020 Urban Water Management Plan, GWD would be able to provide reliable water supplies for an average year, single dry year, and multiple dry years for its existing and planned supplies through 2040 (GWD 2021).

Furthermore, as discussed above, construction and operation of the proposed project would not result in increased impervious surface, substantial drainage changes,

stormwater runoff increase, or water quality impacts with implementation of the SWCP. Stormwater on the project site would be directed to pervious surfaces such as permeable pavement, vegetated bioswales, and the proposed stormwater detention basin, which would pretreat stormwater prior to discharging to the stormwater drainage system or percolation into the ground. The incorporation of vegetated bioswales and a stormwater detention basin would improve the infiltration mechanism on the site. The proposed project would be served by available water supply and would not significantly deplete groundwater supplies or interfere with groundwater recharge, nor would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

d) Less than Significant Impact. The project site is not located near any major bodies of water that could produce seiche impacts at the project site and the site is not within the boundaries of any regional tsunami impact areas (California Geological Survey 2009). The project site is located in flood hazard Zone X and has a 0.2 percent Annual Chance Flood Hazard, indicating that the project site is in an area of minimal flood hazard (Federal Emergency Management Agency 2018). Furthermore, operation of the proposed project would not involve the storage or use of significant quantities of hazardous materials or waste. Therefore, there is minimal risk of release of pollutants due to project inundation and impacts would be less than significant.

iv. Cumulative Impacts

As discussed above, implementation of the stormwater control measures (detention basin, vegetated swales, permeable paving) would reduce stormwater runoff on the site, and peak flows under the proposed project would not exceed existing flows. Implementation of the standard conditions of approval below, as well as Mitigation Measures MM-BIO-1, -4, -5, and -6 in Section D, *Biological Resources*, would ensure that the project would not contribute incremental water runoff or pollutant discharge that would result in cumulative hydrology and water quality impacts in the receiving flood control system (including Maria Ignacio Creek). In addition, similar construction and post-construction requirements would be applied to cumulative development located in the city, which would reduce the potential for cumulative stormwater runoff and water quality impacts. Therefore, the project's cumulative hydrology and water quality impacts would not be cumulatively considerable and potential cumulative impacts would be less than significant.

v. Required/Recommended Mitigation Measures

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

- **Storm Water Control Plan.** The Applicant/Permittee shall submit to, and receive approval from, the Public Works Director, or designee, of a Storm Water Control Plan/Erosion Sediment Control Plan (SWCP/ESCP) to treat and control off-site discharge of stormwater during and following construction of the project. The SWCP/ESCP shall be prepared in compliance with the *Central Coast Regional Water Board's Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region*, Resolution No. R3-2013-0032, and shall use the *Stormwater Technical Guide for Low Impact Development: Compliance with Stormwater Post-Construction Requirements in Santa Barbara County*.

The SWCP/ESCP must receive approval from the Public Works Director, or designee, prior to the issuance of the Land Use Permit. The Planning and Environmental Review Director, or designee, must verify compliance prior to issuance of the Land Use Permit. City Planning and Environmental Review, as well as Public Works staff, will verify compliance with the provisions of the SWCP periodically and respond to instances of non-compliance with the SWCP/ESCP during and after project construction.

- **Stormwater Facility Operations and Maintenance Agreement.** The applicant shall enter into and record a Stormwater Facility Maintenance Agreement with the City's Public Works Director, or designee. The City's Public Works Director, or designee, shall develop and provide to the applicant a draft Stormwater Facility Operations and Maintenance Agreement in a form approved by the City Attorney. The Stormwater Facility Operations and Maintenance Agreement, shall require in perpetuity that project owners, and their successors in interest to regularly inspect, maintain, and when necessary repair or replace stormwater treatment, retention and detention Stormwater Control Measures and BMPs that are incorporated into the project. The Stormwater Facility Operations and Maintenance Agreement shall include a legal description of the project's location, a vicinity map, and the project's approved *Stormwater Operations and Maintenance Plan*. All costs associated with the preparation and recordation of said Agreement shall be borne by the applicant. The applicant shall also post a Bond in a form acceptable to the City's Public Works Director, or designee, and in an amount of 110 percent of the estimated costs of maintaining Stormwater Control Measures and BMPs incorporated into the project for an initial period of two years.
- **Washing and Fueling of Construction Equipment and Materials**. During construction, washing, and fueling of construction equipment and materials (including concrete and paint) can occur only in areas where polluted water and materials can be contained for subsequent removal from the site on a regular basis. The washing and fueling areas shall be located at least 100 feet from any storm drain, waterbody or sensitive biological resources unless permitted by Public Works Director, or designee, due to site constraints. Areas designated for washing and/or fueling functions must be identified on all plans submitted for issuance of any grading and/or building permit(s).

vi. Residual Impact

Residual impacts to hydrology or water quality would be less than significant with implementation of standard conditions of approval in accordance with the applicable stormwater requirements and Goleta Municipal Code Section 13.04.

K. LAND USE AND PLANNING

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

i. Existing Setting

The City's General Plan/Coastal Land Use Plan Land Use Element Figure 2-1 designates the project site as both designated and zoned as Office and Institutional (OI), Medium Residential (RM), and High Residential (RH).. Generally, allowable uses within the OI land use designation include moderate-density business and professional offices, medical and medical-related uses, hospitals, research and development, services oriented primarily to employees (such as day care centers, restaurants, personal and professional services), and public and quasi-public uses. Both RM and RH land use designations allow for single-family attached and detached dwellings, multi-unit apartment dwellings, and assisted-living residential units (City of Goleta 2006a). However, the area of the proposed permanent parking lot is subject only to the OI designation.

ii. Thresholds of Significance

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

iii. Project Specific Impacts

a) No Impact. The proposed project would not result in the physical division of an established community or neighborhood. The project would involve an infill project within an urbanized area of the city. The project site is surrounded by a mix of commercial, residential, medical, and open space uses. Additionally, existing driveways would continue to provide internal access to the site. The project would not involve changes to the layout of uses on the project site, and the project would not include components that would divide or disrupt the arrangement of an established community. Therefore, no impact related to dividing an established community would occur.

b) Less Than Significant Impact. The proposed project seeks approval of an Adjustment to allow for 46 parking spaces located along Patterson Avenue to encroach five feet into the required 10-foot-wide setback of the project as part of the Development Plan Amendment. With such approval, the project would not involve a General Plan amendment or Specific Plan amendment and would not conflict with an adopted land use plan, land use designation, or zoning ordinance. If approval of the Development Plan Amendment is granted without the requested Adjustment, the project would conflict

with applicable zoning standards unless redesigned to comply with the setback regulations. The project site is not located within the local coastal zone and the project would not require a rezone. All development would be located outside of the 100-foot SPA buffer, as required by GP/CLUP Policy CE 2.2. Therefore, the project would not have the potential to adversely impact applicable regulations and policies, and impacts would be less than significant.

iv. Cumulative Impacts

Due to the project's consistency with the applicable policies and ordinances described above and the fact that the project is to create a permanent parking lot in support of the hospital functions in the location of the current temporary parking lot, the proposed project's impacts on land use and planning would not be cumulatively considerable.

v. Required/Recommended Mitigation Measures

Based on the above analysis, impacts on land use and planning would be less than significant and no mitigation measures are proposed or required.

vi. Residual Impact

Residual project impacts on land use and planning would be less than significant.

L. MINERAL RESOURCES

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

i. Existing Setting

No known mineral resources have been identified on the project site or elsewhere within the city by the California Department of Conservation.

ii. Thresholds of Significance

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

iii. Project Specific Impacts

a, b) No Impact. The proposed project would not result in the loss of mineral resources that are of value to the region or the state, and would not otherwise interfere with or preclude access to mineral resources as none have been mapped within the city by the California Department of Conservation. Therefore, the project would result in no impacts to mineral resources.

iv. Cumulative Impacts

The proposed project would not contribute to any cumulative impact on mineral resources.

v. Required/Recommended Mitigation Measures

Based on the above analysis, no mitigation measures are necessary.

vi. Residual Impact

No residual impacts on mineral resources would occur as a result of the project.

M. NOISE

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

i. Existing Setting

Since the project site lies outside the approach zone of the Santa Barbara Municipal Airport (SBMA), is well removed from the railroad, and is not located on a major thoroughfare, the primary sources of noise in the area are vehicular traffic on Hollister Avenue and Patterson Avenue. As such, and as shown on GP/CLUP Noise Element Figures 9-1 through 9-4, noise levels at the project site are predicted not to exceed the 60 dB Community Noise Equivalent Level (CNEL) noise contour for the existing and future (2030) airport, railroad, or roadway noise.

Overview of Noise and Vibration

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

Human Perception of Sound

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy

of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Caltrans 2013).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not "sound twice as loud" as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud (10.5 times the sound energy) (Caltrans 2013).

Sound Propagation and Shielding

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in the noise level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions.

Sound levels are described as either a "sound power level" or a "sound pressure level," which are two distinct characteristics of sound. Both share the same unit of measurement, the dB. However, sound power (expressed as L_{pw}) is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers, such as an eardrum or microphone, which is the sound pressure level. Sound measurement instruments only measure sound pressure, and noise level limits are typically expressed as sound pressure levels.

Noise levels from a point source (e.g., construction, industrial machinery, air conditioning units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA's guidance indicates that modern building construction generally provides an exterior-to-interior noise level reduction of 10 dBA with open windows and an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011).

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this study are the equivalent noise level (L_{eq}), Day-Night Average Level (DNL; may also be symbolized as L_{dn}), and the community noise equivalent level (CNEL).

L_{eq} is one of the most frequently used noise metrics; it considers both duration and sound power level. The L_{eq} is defined as the single steady-state A-weighted sound level equal to the average sound energy over a time period. When no time period is specified, a 1-hour period is assumed. The L_{max} is the highest noise level within the sampling period, and the L_{min} is the lowest noise level within the measuring period. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{DN}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.). Community noise can also be measured using Community Noise Equivalent Level (CNEL or L_{DEN}), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013).[3] The relationship between the peak-hour L_{eq} value and the L_{DN}/CNEL depends on the distribution of noise during the day, evening, and night; however noise levels described by L_{DN} and CNEL usually differ by 1 dBA or less. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 CNEL, while areas near arterial streets are in the 50 to 60+ CNEL range (FTA 2018).

Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent buildings or structures and vibration energy may propagate through the buildings or structures. Vibration may be felt, may manifest as an audible low-frequency rumbling noise (referred to as groundborne noise), and may cause windows, items on shelves, and pictures on walls to rattle. Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants at vibration-sensitive land uses and may cause structural damage.

Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used as it corresponds to the stresses that are experienced by buildings (Caltrans 2020).

High levels of groundborne vibration may cause damage to nearby building or structures; at lower levels, groundborne vibration may cause minor cosmetic (i.e., non-structural damage) such as cracks. These vibration levels are nearly exclusively associated with high impact activities such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation. The American Association of State Highway and Transportation Officials (AASHTO) has determined vibration levels with potential to damage nearby buildings and structures; these levels are identified in Table NOI-1.

[3] Because DNL and CNEL are typically used to assess human exposure to noise, the use of A-weighted sound pressure level (dBA) is implicit. Therefore, when expressing noise levels in terms of DNL or CNEL, the dBA unit is not included.

Table NOI-1

AASHTO Maximum Vibration Levels for Preventing Damage

Type of Situation	Limiting Velocity (in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5
Source: Caltrans 2020	

Numerous studies have been conducted to characterize the human response to vibration. The vibration annoyance potential criteria recommended for use by Caltrans, which are based on the general human response to different levels of groundborne vibration velocity levels, are described in Table NOI-2.

Table NOI-2

Vibration Annoyance Potential Criteria

	Vibration Level (in/sec PPV)	
Human Response	**Transient Sources**	**Continuous/Frequent Intermittent Sources[1]**
Severe	2.0	0.4
Strongly perceptible	0.9	0.10
Distinctly perceptible	0.25	0.04
Barely perceptible	0.04	0.01

in/sec = inches per second; PPV = peak particle velocity
Source: Caltrans 2020
[1] Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Project Noise Setting

Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The Goleta General Plan Noise Element identifies noise-sensitive receptors as residential neighborhoods, schools, libraries, hospitals and rest homes, auditoriums, certain open space areas, and public assembly places (City of Goleta 2006). The nearest noise-sensitive receivers are a residential apartment complex located approximately 125 feet southeast of the project site boundary. Additional sensitive receivers include the Goleta Valley Medical Building and Cavalletto Medical Office Building, located approximately 137 feet west and 190 feet south of the project site, respectively.

Noise Measurements

The most prevalent source of noise in the project site vicinity is vehicular traffic on Hollister Avenue to the north and on Patterson Avenue to the west. To characterize ambient sound levels at and near the project site, three 15-minute sound level

measurements were conducted on Thursday, July 8, 2021, between 4:47 p.m. and 5:38 p.m. NM-1 was measured at the project's northern boundary, adjacent to Hollister Avenue. NM2 was measured at the project's eastern boundary, adjacent to trees and in proximity to residential housing. NM3 was measured at the project's southwest boundary, adjacent to Patterson Avenue. An Extech, Model 407780A, ANSI Type 2 integrating sound level meter was used to conduct the measurements. Table NOI-3 summarizes the results of the noise measurements. Detailed sound level measurement data are included in Appendix NOI.

Table NOI-3

Project Site Vicinity Sound Level Monitoring Results- Short-Term

Measurement Location		Sample Times	Approximate Distance to Primary Noise Source	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
NM-1	34°26'5.35"N 119°48'29.96"W	4:47 – 5:02 pm	50 ft	68	50	84
NM-2	34°26'2.66"N 119°48'28.59"W	5:12 – 5:27 pm	320 ft	65	46	79
NM-3	34°26'0.24"N 119°48'33.34"W	5:38 – 5:53 pm	50 ft	49	45	61

L_{eq} = average noise level equivalent; dBA = A-weighted decibel; L_{min} = minimum instantaneous noise level; L_{max} = maximum instantaneous noise level
Detailed sound level measurement data are included in Attachment H.

ii. Thresholds of Significance

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

1. A development that would generate noise levels in excess of 65 dBA CNEL and could affect sensitive receptors would generally be presumed to have a significant impact.
2. Outdoor living areas of noise sensitive uses that are subject to noise levels in excess of 65 dBA CNEL would generally be presumed to be significantly impacted by ambient noise. A significant impact would also generally occur where interior noise levels cannot be reduced to 45 dBA CNEL or less.
3. A project would generally have a significant effect on the environment if it would increase substantially the ambient noise levels for noise sensitive receptors in adjoining areas. Per Threshold 1 above, this may generally be presumed to occur when ambient noise levels affecting sensitive receptors are increased to 65 dBA CNEL or more. However, a significant affect may also occur when ambient noise levels affecting sensitive receptors increase substantially but remain less than 65 dBA CNEL, as determined on a case-by-case level.

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

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

iii. Project Specific Impacts

a) Less Than Significant Impact with Mitigation.

Construction Noise

Construction activity would generate temporary noise in the project site vicinity, exposing surrounding sensitive receivers to increased noise levels. Project construction activities would be limited to Monday through Friday between the hours of 8 a.m. to 5 p.m. in accordance with City noise standards (Section 17.39.070 of the Goleta Municipal Code) , as these are non-noise sensitive hours within the City. Project construction noise would be generated by heavy-duty diesel construction equipment used for demolition, site preparation, grading, and paving activities. Each phase of construction has a specific equipment mix and associated noise characteristics, depending on the equipment used during that phase. Construction noise would typically be higher during the more equipment-intensive phases of initial construction (i.e., demolition, site preparation, and grading work) and would be lower during the later construction phases (i.e., paving and striping). Construction noise was estimated using reference noise levels and equipment use factors from the FHWA Roadway Construction Noise Model (RCNM; 2008).

Noise measurements were estimated from the center of the project site towards sensitive receivers around the project site. These measurements helped determine if the city's noise thresholds are complying during construction activity. The closest sensitive receivers to project construction would be a residential apartment complex, the Goleta Valley Medical Building, and the Cavalletto Medical Office Building. These sensitive receivers are approximately 125 feet southeast, 137 feet west, and 175 feet south of the outermost boundary line of the project site to the sensitive receivers, respectively. Noise impacts from construction equipment are typically assessed from the center of the

equipment activity area over the time period of a construction day (e.g., construction site, demolition area, grading area, etc.). Therefore, over the course of a typical construction day, the construction equipment would be mobile and is estimated to operate at an average distance of 175 feet from the residential apartment complex, 292 feet from the Goleta Valley Medical Building, and 240 feet from the Cavalletto Medical Office Building.

Per project applicant provided information, modeling conservatively assumes simultaneous operation of a backhoe, an excavator, and a rubber-tired loader during the grading phase. Hourly construction noise levels were estimated to be 69 dBA L_{eq} at a distance of 175 feet from the residential apartment complex, 66 dBA L_{eq} at 240 feet from the Cavalletto Medical Office Building, and 65 dBA L_{eq} at 292 feet from the Goleta Valley Medical Building (RCNM calculations are included in Attachment H). Therefore, construction noise levels would exceed Goleta's construction noise threshold of 65 dBA L_{eq} at the residential apartment complex and the Cavalletto Medical Office Building. These impacts would be potentially significant and would require the implementation of Mitigation Measure NOI-1. Construction noise levels at other nearby sensitive receivers such as the Goleta Valley Medical Building would not exceed Goleta's construction noise threshold of 65 dBA L_{eq}.

Operational Noise

Common parking lot noise would include foot traffic, engine idling, or closing car doors. This noise source is already common in the area and would be consistent with the existing noise environment. Further, the use of the site would remain the same (temporary parking lot use to permanent parking lot use by staff and hospital visitors). No other stationary noise sources would be introduced from the proposed project. Therefore, operational noise from the project would be less than significant.

Off-site Roadway Noise

The proposed project would not result in new vehicle trips as discussed in Section Q, *Transportation*, as the project is accommodating an existing parking need in the area. Therefore, the project would not increase traffic noise levels on area roadways above existing noise levels, and no impacts would occur.

b) Less Than Significant Impact.

Construction

Project construction would not involve activities typically associated with excessive groundborne vibration such as pile driving or blasting. The equipment utilized during project construction that would generate the highest levels of vibration would include vibratory rollers, loaded trucks, and bulldozers. The City of Goleta has not adopted standards to assess vibration impacts during construction and operation. However, Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. The Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts on structures from continuous and intermittent sources. The thresholds of significance used in this analysis to evaluate vibration impacts are based on these impact criteria, as summarized in Table NOI-1 and Table NOI-2.

As shown in Table NOI-4, vibration levels from individal pieces of construction equipment would not exceed the threshold at which damage can occur to residential structures, 0.20 inch per second PPV, or the threshold at which transient vibration

sources would be distinctly perceptible to 0.25 inch per second PPV. Construction vibration levels at all other buildings in the immediate vicinity, including the Cavalletto Medical Office Building to the south and Goleta Valley Cottage Medical Builing to the west would be less than the levels shown in Table NOI-4 because vibration levels would attenuate with distance. Therefore, construction vibration impacts would be less than significant.

Table NOI-4

Vibration Levels at Sensitive Receivers

Equipment	**Estimated PPV (in/sec) at Nearest Building (85 feet)**
Vibratory Roller	0.055
Large Bulldozer	0.023
Loaded Truck	0.020
Threshold	**0.20**
Threshold Exceeded?	No
See Attachment H for vibration analysis worksheets.	

Operation

Once constructed, the permanent parking lot would not generate operational sources of vibration, which are typically associated with manufacturing or heavy equipment operations. Therefore, no operational vibration impact would occur.

c) No Impact. The airport closest to the project site is the Santa Barbara Airport, which is located approximately 1.8 miles southwest of the project site. The project site is not located within noise contours shown in Attachment H from the Goleta General Plan Noise Element. In addition, the project site is not in close proximity to a private airstrip. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from airport noise. No impact would occur.

iv. Cumulative Impacts

The Hollipat Permanent Parking Lot project related construction noise would pose only a short-term noise impact that would be mitigated to be within Goleta noise thresholds through MM-NOI-1. The project's operational noise would be a minor contribution and consistent with the existing noise environment and would not create a cumulatively considerable contribution to noise levels.

v. Required/Recommended Mitigation Measures

MM-NOI-1: Construction Noise Reductions. The project applicant shall reduce construction noise levels at the residential housing and Cavalletto Medical Office Building to the southeast and south of the project site, respectively, to a noise level not to exceed the City of Goleta's construction noise threshold of 65 dBA L_{eq}. This shall be accomplished through the following required measures:

- Installation of temporary sound barriers/blankets along the southeast and west project boundary line that is near to the residential housing and Cavalletto

Medical Office Building receivers. The temporary barriers/blankets shall have a minimum sound transmission loss of 21 and noise reduction coefficient of 0.75. The temporary barriers/blankets will be of sufficient height to extend from the top of the temporary construction fence and drape on the ground or be sealed at the ground. The temporary barriers/blankets will have grommets along the top edge with exterior grade hooks, and loop fasteners along the vertical edges with overlapping seams, with a minimum overlap of 2 inches.

- Provide a sign at the yard entrance, or other conspicuous location, that includes a 24-hour telephone number for project information, and a procedure where a field engineer/construction manager will respond to and investigate noise complaints and take corrective action if necessary in a timely manner. The sign will have a minimum dimension of 48 inches wide by 24 inches high. The sign will be placed 5 feet above ground level.
- If a noise complaint(s) is registered, the contractor will retain a City-approved noise consultant to conduct noise measurements at the use(s) that registered the complaint. The noise measurements will be conducted for a minimum of 1 hour and will include 1-minute intervals. The consultant will prepare a letter report for code enforcement summarizing the measurements, calculation data used in determining impacts, and potential measures to reduce noise levels to the maximum extent feasible.

The following measures shall also be used to reduce noise levels:

- The use of bells, whistles, alarms, and horns shall be restricted to safety warning purposes only.
- Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) or located as far from sensitive receivers, as feasible.

Plan Requirements & Timing: Construction noise levels at the residential housing and Cavalletto Medical Office Building to the southeast and south of the project site, respectively, shall be reduced to a noise level not to exceed the City of Goleta's construction noise threshold of 65 dBA L_{eq}.

Monitoring: The Planning and Environmental Review Director, or designee, must verify compliance throughout the construction period.

vi. Residual Impact

With the implementation of sound barriers/blankets as described Mitigation Measure NOI-1, per manufacturer's specifications (see Attachment H), construction noise levels would be reduced by at least 10 dBA. Therefore, construction noise levels would reach up to approximately 59 dBA L_{eq} at the residential housing and 56 dBA L_{eq} at Cavalletto Medical Office Building with mitigation. These noise levels would not exceed Goleta's construction noise threshold of 65 dBA, and impacts would be less than significant.

N. POPULATION AND HOUSING

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

i. Existing Setting

As of January 1, 2021, California Department of Finance estimates that Goleta has a population of 32,339 people, approximately 12,746 housing units, and an average household size of 2.68 people per household (California Department of Finance 2021). Upon buildout of the GP/CLUP (anticipated to occur by the year 2030), the City's population is expected to reach 38,100 (City of Goleta 2006c).

ii. Thresholds of Significance

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

iii. Project Specific Impacts

a, b) No Impact. The project would involve the permanent usage of 270 parking spaces in an existing temporary parking lot, as well as site improvements such as new bicycle parking facilities, minor repaving, stormwater management improvements, and installation of new lighting and landscaping. The proposed project would not involve the construction or demolition of housing, and therefore, would not induce population growth or displace existing people or housing. As such, no impact to population and housing would occur.

iv. Cumulative Impacts

The proposed project would not contribute to any cumulative impact on population and housing.

v. Required/Recommended Mitigation Measures

Based on the above analysis, no mitigation measures are necessary.

vi. Residual Impact

No residual impacts on population and housing would occur as a result of the project.

O. PUBLIC SERVICES

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

i. Existing Setting

Fire Protection

The project site is located within the urbanized area in the city. Fire services would be provided by Santa Barbara County Fire Department under contract to the City. The closest fire station to the project site is Santa Barbara County Fire Station 12 located on 5330 Calle Real (approximately 0.7 mile northwest of the project site). Fire Station 12 has an engine company with a staff of three personnel, consisting of an engine company captain, engineer, and firefighter. Fire Station 12 meets the National Fire Protection Association and Santa Barbara County Fire Department guidelines, as follows (City of Goleta 2006b):

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

Police Protection

Police services are provided on contract through the County of Santa Barbara Sheriff’s Office. Goleta is divided into three patrol units, with one police car assigned to each unit. Police services operate from three locations: the City offices at 130 Cremona Drive, an

office located in Old Town on Hollister Avenue, and a third location in the Camino Real Marketplace. Additional police services are also available from the Santa Barbara County Sheriff's Department.

Schools

Public education services in the City are provided by the Goleta Union School District and the Santa Barbara Unified School District. In general, enrollments in the area school system have been declining for the past several years and area schools serving the project vicinity are operating below capacity. The school closest to the project site is Hollister Elementary School at 4950 Anita Lane.

Parks

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 a ratio of 17 acres per 1,000 residents (Goleta 2006a). A more detailed discussion of parks is provided below under Section P, *Recreation*.

Libraries

Services at the Goleta Public Library are provided by the City of Goleta at 500 North Fairview Avenue. The library site includes a 15,437-square-foot building and parking areas. The facility provides services to the City and nearby unincorporated areas including Isla Vista, Hope Ranch, and the Gaviota Coast. In Fiscal Year 2018/2019, there were approximately 261,316 library visits and circulation was over 660,000 adult, children, and teen books/materials.). The City of Goleta is also responsible for oversight of the Buellton and Solvang libraries. The Buellton Library circulates approximately 51,000 hard copy materials annually. The Solvang Library includes two small satellite locations, the Santa Ynez and the Los Olivos Libraries, and circulates approximately 80,000 hard copy materials annually. Currently, there are 9 full-time staff employees and 9.375 part-time City of Goleta Library employees (Annual Library Work Program, March 2021).

Further, the City participates in the Black Gold Cooperative Library System (Black Gold), a joint powers authority that was established in 1964 to provide services to public libraries in San Luisa Obispo, Santa Barbara, and Ventura counties. The Black Gold member libraries share a collection of over 1 million items and circulate almost 4 million items annually.

ii. Thresholds of Significance

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

iii. Project Specific Impacts

a.i-v) No Impact

The proposed project would not generate an increase of population that would require the expansion of government services that could cause a significant environmental impact. The project consists of redoing and upgrading a portion of the existing temporary parking lot into a 270-space permanent parking lot with various associated improvements. Restoration efforts would be enhanced near Maria Ignacio Creek (refer to Section D, *Biological Resources*). Santa Barbara County Sherriff's Office and Fire Department currently provide service to this site and would continue to do so with the permanent parking lot. The same types and frequency of calls for service would be expected to remain the same with the permanent parking lot. As discussed in Section N, *Population and Housing,* the proposed project would not induce direct or indirect population growth. As such, the proposed project would not result in the need for new or expanded fire protection, police protection, public schools, park facilities, or other services beyond existing conditions in the area. Therefore, no impact to public services would occur.

iv. Cumulative Impacts

The proposed project would not contribute to any cumulative impact on public services.

v. Required/Recommended Mitigation Measures

Based on the above analysis, no mitigation measures are necessary.

vi. Residual Impact

No residual impacts on public services would occur as a result of the project.

P. RECREATION

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

i. Existing Setting

The City of Goleta has 16 public parks, 4 private parks, and 18 public open spaces areas comprising a total of approximately 526 acres (City of Goleta 2006d). This equates to approximately 17 acres per thousand residents. The City has adopted a goal of providing 4.7 acres of parkland (open space lands with a primary purpose of recreation) per thousand residents. The City's one recreation center is the Goleta Valley Community Center located at 5679 Hollister Avenue.

ii. Thresholds of Significance

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

iii. Project Specific Impacts

a, b) No Impact. Given the nature of the proposed site improvements (new bicycle parking facilities, minor repaving, stormwater management improvements, and installation of new lighting and landscaping) as part of the permanent 270-space parking lot, the project would not create a demand for, or increase the use of, existing park/recreational facilities within the city. As discussed in Section N, *Population and Housing,* the proposed project would not involve the construction or demolition of housing, and therefore, would not induce population growth or displace existing people or housing. As such, no impact to recreation would occur.

iv. Cumulative Impacts

The proposed project would not contribute to any cumulative impact on recreation.

v. Required/Recommended Mitigation Measures

Based on the above analysis, no mitigation measures are necessary.

vi. Residual Impact

No residual impacts on recreation would occur as a result of the project.

Q. TRANSPORTATION

Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**	**See Prior Document**
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X	
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X	
d. Result in inadequate emergency access?				X	

i. Existing Setting

Traffic and Parking Studies for the project were prepared by Associated Transportation Engineers on October 26, 2020 and February 17, 2021 and are included as Attachment I to this document.

The project site is served by a network of City streets and U.S. Highway 101. Access to the project site is provided from Patterson Avenue south of Hollister Avenue. Patterson Avenue in the project area is two lanes, divided, and designated as a minor arterial in Figure 7-2 of the City's GP/CLUP (City of Goleta 2019). The nearest existing bikeways are located along Hollister Avenue and Patterson Avenue, which directly abut the project site, and are designated as Class II bikeways (City of Goleta 2009e). Figure 7-6 of the GP/CLUP designates the bikeway along Patterson Avenue as a planned bikeway; however, this map was last updated in 2009. As shown on Figure 2-9 of the City's *Bicycle and Pedestrian Master Plan*, and recent spatial imagery (City of Goleta 2018) the bikeway along Patterson Avenue exists. Sidewalks exist along both Hollister Avenue and Patterson Avenue. The closest Santa Barbara Metropolitan Transit District bus stops are approximately 170 feet west at "Hollister & Patterson" along Hollister Avenue, and approximately 270 feet east at "Hollister & Lassen" along Hollister Avenue. The closest bus stop along Patterson Avenue is approximately 595 feet north of the project site at "Patterson & Hollister Avenue."

As depicted in Figure 7-1 of the GP/CLUP, the intersection of Hollister Avenue and Patterson Avenue had a Level of Service (LOS) rated as "C" as of November 2009 (City of Goleta 2009f). U.S. Highway 101 is a four-lane, north-south interstate highway that connects the City of Goleta to the cities of Santa Barbara, Carpinteria, and Ventura to the south and the cities of Buellton, Lompoc, and Santa Maria to the north. Hollister Avenue is the primary east-west arterial on the south side of U.S Highway 101 (City of Goleta 2019).

The project site has two existing driveway access points. One driveway access point is located along Patterson Avenue, while the other is located along Hollipat Center Drive. The proposed project would widen the Patterson Avenue driveway such that vehicles can more easily and directly access the parking lot. This would be beneficial specifically for emergency use vehicles.

ii. Thresholds of Significance

Senate Bill 743 (Steinberg 2013) required changes to the CEQA Guidelines regarding the analysis of transportation impacts. The California Office of Planning and Research proposed changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. The California Natural Resources Agency adopted the recommended changes to the CEQA Guidelines and they became effective on December 28, 2018. With the adopted changes, automobile delay as measured by "level of service" and other similar metrics, generally no longer constitute a significant environmental effect under CEQA. The changes to the way that CEQA evaluations of a project's traffic-related impacts are conducted become mandatory on July 1, 2020.

In December 2018, the California Office of Planning and Research published a Technical Advisory on Evaluating Transportation Impacts in CEQA. The Technical Advisory contains recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The Technical Advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing. In regard to screening thresholds for small projects, the Advisory states:

> Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.

On July 7, 2020, pursuant to the requirements of SB 743, the City adopted *Guidelines for the Implementation of Vehicle Miles Traveled, including Vehicle Miles Traveled Thresholds of Significance* (Resolution 20-44). Consistent with SB 743 and OPR guidance, the City adopted the following standards and VMT Criteria:

VMT Baseline

Project impacts related to VMT shall be measured against the following criteria:

- Residential Projects: City Average VMT Per Capita
- Work Projects: City Average VMT Per Employee
- Other Projects: Net City VMT

Thresholds of Significance

The level of VMT which is considered a potentially significant impact is as follows:

- Residential and Work Projects: 15% Below City Average
- Other Projects: Net Increase in City VMT

The screening process outlined in the City's VMT guidelines was applied to analyze impacts related to VMT. The City screening criteria includes conditions for which projects, at the City's discretion, may not be required to conduct a VMT analysis and may be presumed to have a less than significant impact. The screening criteria include:

1. Small Project: Projects that generate less than 110 daily trips.
2. Map Based: High efficiency VMT zones for Residential and Work Base Projects.
3. Transit Proximity: Projects within ½ mile of transit stops with 15 minutes service, excluding areas within that ½ mile distance that cross Highway 101.
4. Affordable Housing: Housing projects with a minimum of 20 percent "low" or "very low" affordable housing unit proportion.
5. Locally Serving Retail: Retail projects of less than 10,000 square feet, where there is substantial evidence to support that the retail project is locally serving.

iii. Project Specific Impacts

a) No Impact. The proposed project would constitute the transitioning of a temporary parking lot into a permanent parking lot. As parking lots are not inherently traffic generating, the project would not result in constraints to nearby roadways or transit, bicycle, or pedestrian facilities. Therefore, the project would not conflict with program plans, ordinances, or policies related to circulation and no impact would occur.

b) No Impact. As mentioned above in item "a" a parking lot is not inherently a traffic generating land use, and therefore, would not generate VMT. The proposed project would constitute the transitioning of a temporary parking lot into a permanent parking lot. Currently, the temporary parking lot is used by hospital staff, physicians, patients, and visitors. The proposed project would not likely alter the distribution of individuals who use the parking lot. No VMT impact is expected to occur.

c, d) No Impact. The continued use of the site is compatible with uses along Hollister Avenue and Patterson Avenue. There are no roadway geometric concerns (i.e., sharp curves, blind curves, etc.) associated with the design of Patterson Avenue in the project area that would impede emergency access to/from the project site. Rather, the proposed project would widen the ingress/egress driveway such that entry to and exit from the parking lot is safer and more accessible. Due to the site's proximity to GVCH, the expansion of the ingress/egress driveway along Patterson Avenue would be beneficial. As the proposed project would neither introduce hazardous geometric design features nor result in inadequate emergency access, and no impacts would occur.

iv. Cumulative Impacts

The proposed project would not contribute to any cumulative impact on transportation.

v. Required/Recommended Mitigation Measures

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

vi. Residual Impact

No residual impacts to transportation would occur as a result of the project.

R. TRIBAL CULTURAL RESOURCES

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

i. Existing Setting

The City made a request to the Native American Heritage Commission (NAHC) on January 28, 2021 for the Native American Contacts list and for the Sacred Lands File (SLF) related to the project per Public Resources Code Section 5097.96. The City received a response from the NAHC on February 8, 2021 that provided a Tribal Consultation List and also stated that the SLF check was positive. Due to the positive result of the Sacred Lands File check, the NAHC recommended contacting the tribes on the Tribal Consultation List.

On February 19, 2021, the City sent letters inviting consultation to the seven tribal representatives identified as having a traditional and cultural association with the geographic area of the proposed project pursuant to Public Resources Code Section 21080.3.1. On February 21, 2021, the Northern Chumash Tribal Council indicated that

they did not want to formally consult and expressed support of the local tribal government's recommendations. On February 24, 2021, the Barbareño Band of Chumash Indians (BBCI) requested additional information on the project. City staff provided the additional information requested in a meeting and in subsequent emails on March 8, 2021. No request for additional information, or for formal consultation, was received thereafter. On March 16, 2021, the Santa Ynez Band of Chumash Indians requested formal consultation. In response to Santa Ynez Band of Chumash Indians' request for formal consultation, City staff sent emails on the following days in a "good faith" effort to formally consult with the tribe: March 17, March 26, and April 29, 2021. On April 29, 2021, City staff sent its final inquiry regarding formal consultation to the tribe and no response was received. Therefore, the tribal consultation pursuant to Assembly Bill (AB) 52 for the project has been closed, with no requests for conditions or mitigation received.

ii. Thresholds of Significance

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

iii. Project Specific Impacts

a.i, ii) Less Than Significant With Mitigation Incorporated. As discussed in Section E, *Cultural Resources*, cultural resources records search results (Wood 2020; Attachment D), no archaeological resources have been identified within 0.5 mile of the project. In addition, as discussed under Existing Conditions in this section, although AB 52 consultation letters were sent to seven tribes/representatives, only one request for additional information was received. City staff provided the requested additional information to BBCI in a meeting and in subsequent emails on March 8, 2021. No request for additional information, or for formal consultation, was received thereafter. It is noted that the Santa Ynez Band of Chumash Indians initially requested formal consultation but, after several attempts to set up a consultation meeting with them with no response; hence, tribal consultation pursuant to AB 52 with the Santa Ynez Band for the project was closed due to lack of further communication from the Band. Nonetheless, in the unlikely event that previously undiscovered archaeological resources exist on the site, ground-disturbing activities during project construction could significantly impact such resources as excavations for the stormwater detention basin would extend beyond existing disturbance areas. Therefore, to avoid potential impacts to unknown archaeological and tribal cultural resources in the unlikely event that such resources are discovered during construction, Mitigation Measure MM-CUL-1 would be required.

iv. Cumulative Impacts

Construction of the proposed project would not impact any known tribal cultural resources. The project would have the potential to result in cumulative impacts to tribal cultural resources if it were to disturb previously undetected resources. However, as described above, in the unlikely event that intact resources are encountered during construction, implementation of Mitigation Measure MM-CUL-1 would ensure proper handling of such resources. Therefore, the project's cumulative impacts to tribal cultural resources would not be cumulatively considerable.

v. Required/Recommended Mitigation Measures

Project construction has the potential to disturb previously undiscovered tribal cultural resources. Implementation of Mitigation Measure MM-CUL-1 in Section E, *Cultural Resources*, would be implemented to reduce potential significant impacts to unknown tribal cultural resources. No additional mitigation is necessary to reduce impacts to less than significant levels.

vi. Residual Impact

With implementation of Mitigation Measure CUL-1, residual project impacts on tribal cultural resources would be less than significant.

S. UTILITIES AND SERVICE SYSTEMS

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

i. Existing Setting

Wastewater Treatment

Wastewater in the city is collected by the Goleta Sanitary District (GSD), which operates a 132-mile system of sewer pipes serving approximately 80,000 people (GSD 2021). GSD treats wastewater at the Goleta Wastewater Treatment Plant (GWWTP), a full secondary treatment plant that also produces recycled water (GSD 2018). The GWWTP has a permitted capacity of 7.64 million gallons per day (MGD) and on average discharges 3.7 MGD to the Pacific Ocean. GSD owns 59.22 percent of the capacity rights at the GWWTP, which provides GSD with an allotment of 4.52 MGD of treatment capacity. GSD currently contributes 2.54 MGD in flow to the GWWTP, leaving GSD 1.98 MGD of remaining capacity.

Water Sources, Supply, and Demand

GWD provides water for the City of Goleta and surrounding areas. The GWD service area encompasses approximately 29,000 acres, with over 270 miles of pipeline serving

approximately 87,000 customers in southern Santa Barbara County. GWD's water supply is primarily sourced from the Cachuma Project reservoir, and GWD is entitled to 36.25 percent of the reservoir's available supply annually. In addition, GWD sources water from the State Water Project and from seven groundwater wells that extract groundwater from the Goleta Groundwater Basin (GWD 2021).

Drainage Facilities

Stormwater drainage facilities serving the project site include a network of channels, gutters, and pipes are owned and operated by the City of Goleta Public Works Division. Stormwater and landscaping irrigation water on the site flows to the south to vegetated swales at the site perimeter. From the swales, drainage continues through two 3-inch and 12-inch curb face openings into Hollipat Center Drive and from there onto Patterson Avenue, where it reaches a storm drain that ultimately discharges to Maria Ignacio Creek.

Electric Power, Natural Gas, and Telecommunications Facilities

Electric power, natural gas, and telecommunications services are provided by Southern California Edison, Southern California Gas, and Cox Communications and a variety of cellular providers, respectively.

Landfill Capacity and Solid Waste

Solid waste collection services in Goleta are provided by Marborg Industries. Waste generated in the City is hauled to the South Coast Recycling and Transfer Station for sorting of recyclable and organic waste, and solid waste is ultimately disposed of at the Tajiguas Landfill. The South Coast Recycling and Transfer Station process 550 tons of waste per day (California Department of Resources Recycling and Recovery [CalRecycle] 2021a). The Tajiguas Landfill, located approximately 19 roadway miles west of the project site, has a permitted capacity of 23.3 million cubic yards of which 4.3 million cubic yards remains. The maximum permitted throughput of the landfill is 1,500 tons per day and the facility is permitted to operate through 2036 (CalRecycle 2021b).

ii. Thresholds of Significance

A significant impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds and Guidelines Manual* (Section 17, *Solid Waste Thresholds*) provides the following applicable thresholds to determine whether significant solid waste impacts would occur:

Threshold USM-1. A project would result in a significant impact on the City's landfill capacity if it would generate more than 196 tons of solid waste per year, after a 50% reduction credit is given due to recycling efforts.

Threshold USM-2. Projects with a project-specific impact as identified above (196 tons/year or more) are also considered to have a cumulatively significant impact. Additionally, projects that would generate more than 40 tons or more tons per year (but less than 196 tons per year) of solid waste are considered to have a less than significant but adverse (i.e., a Class III) impact to regional solid waste and mitigation should be recommended.

iii. Project Specific Impacts

a) Less Than Significant Impact. The project site is in a developed area served by existing water, wastewater treatment, stormwater drainage, electricity, natural gas, and telecommunications providers. The proposed project involves operation of a surface parking lot and would require water and electrical service, connections to which are already provided to serve the existing temporary parking lot on the site. As described in detail in Section J, *Hydrology and Water Quality*, stormwater drainage on the site would be designed and constructed in compliance with Regional Water Quality Control Board regulations and City of Goleta development standards and would include pretreatment of stormwater onsite prior to discharging to the existing stormwater drainage infrastructure within Patterson Drive. Therefore, the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, and impacts would be less than significant.

b) Less Than Significant Impact. The project would utilize water for landscaping irrigation, which would consist of a low-flow irrigation system in compliance with Model Water Efficient Landscape Ordinance. Water for the project would be provided by GWD. GWD provided a Preliminary Water Service Determination Letter dated October 27, 2020 (Attachment J to this document) stating that the project site has adequate historic water credit for the forecasted demand, indicating the GWD has adequate supplies to serve the project. As such, the project would not pose a significant impact to GWD's water supply.

c) No Impact. The project involves operation of a surface parking lot and would not include sources of wastewater. Therefore, the project would have no impact to the capacity of the wastewater treatment system.

d, e, USM-1, -2) Less Than Significant Impact.

Construction/ Demolition Debris

Construction of the proposed project would generate solid waste, including construction debris. Construction debris generated would primarily consist of asphalt/concrete paving, as no structures are proposed to be demolished. The California Green Building Standards Code (Part 11, Title 24, California Code of Regulations; CALGreen) requires the diversion of 65% of the construction materials generated during construction. In compliance with CALGreen, the City has implemented a mandatory Construction and Demolition (C&D) Debris Recycling Program to divert at least 65 percent of construction materials from the landfill. The proposed project would be required to comply with the City's C&D Debris Recycling Program, reducing waste produced. The generation of construction debris would be minimal and temporary in nature; therefore, construction of the proposed project would not contribute to an exceedance of the permitted capacity of any local landfill.

Long Term Operations

The City's Thresholds Manual provides a threshold of 196 tons of solid waste generated per year, which is equivalent to the annual waste generated by 70 single-family dwellings. The City of Goleta's *Environmental Thresholds and Guidelines Manual* specifies methods to assess the impact associated with residential, commercial, industrial, and institutional projects. However, the proposed project does not meet any of

these categories. The project proposed to convert an existing temporary parking lot to a permanent parking lot. The project would not generate solid waste, and therefore, the project would not have the potential to generate 196 tons of solid waste annually. Therefore, no impact on solid waste would occur during project operation.

iv. Cumulative Impacts

Based on the above analysis, the proposed project would not result in a substantial increase in use of utilities, including the GWD's water supply, GSD's sewage treatment capacity, or the City storm drain system. The project also would not have the potential to generate 40 tons per year of additional solid waste and would not exceed Threshold USM-2. Therefore, the project's public utility impacts would not be cumulatively considerable or significant.

v. Required/Recommended Mitigation Measures

Based on the above analysis, no mitigation measures are necessary.

vi. Residual Impact

Residual impacts to utilities would be less than significant as a result of the project.

T. WILDFIRE

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

i. Existing Setting

The project site is not located in a Very High Fire Hazard Severity Zone or in or near areas of state responsibility. The site is located in a designated Local Responsibility Area (LRA) as designated on the California Department of Forestry and Fire Protection Fire Hazards Severity Zone in State Responsibility Areas Map (California Department of Forestry and Fire Protection 2021).

ii. Thresholds of Significance

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

iii. Project Specific Impacts

a) Less Than Significant Impact. The project is located approximately 1.25 miles south of the nearest designated High Fire Hazard Severity Zone in a state responsibility area. The project would consist of parking and landscaping uses, both of which currently exist on site. The project site is located in an urbanized area that receives fire protection from the County of Santa Barbara Fire Department. The project would not include a use that has been determined to be inconsistent with adopted plans, including emergency

response plans or an evacuation plan, and therefore, would result in a less than significant impact to such plans.

b, c) Less Than Significant Impact. The project is not located on moderate or steep slopes, or in an area with difficult or constrained access. Although the project is located adjacent to open space land use and vegetation, the proposed project would not introduce new uses compared to existing conditions. Therefore, the project would not substantially increase existing wildfire risks. The project would not introduce new structures or people into areas with an existing high wildfire risk, nor would the project include infrastructure or utility construction requiring fire breaks. The project site is in an urbanized area where prevailing winds could carry wildfire smoke and ash to the project site. This is an existing situation that affects the entire city and is not unique to the project site. Since the project is not proposing new uses within or adjacent to a designated wildfire hazard area, and would not substantially increase existing wildfire risk, the project would not result in a significant increase in potential wildfire-related impacts. Impacts would therefore be less than significant.

d) Less Than Significant Impact. The project is located on a developed urbanized site and is not located within a 500- or 100-year flood zone (City of Goleta 2016). Additionally, as mentioned in Section G, *Geology and Soils*, the project is not located within an area subject to landslide potential. As such, the exposure to people or structures to post-fire impacts is minimal given the site's elevation, as well as the absence of a flood zone and landslide zone. Consequently, neither people nor structures would be exposed to significant risks such as downslope or downstream flooding or landslides because of runoff, post-fire slope instability, or drainage changes. Additionally, the project site is well removed (i.e., is located approximately 1.25 miles) from a designated High Fire Hazard Severity Zone located in a State Responsibility Area. Therefore, the project would not be positioned in a manner that would directly or indirectly exacerbate the risk of a natural disaster by bringing new development to vulnerable areas and would result in a less than significant impact.

iv. Cumulative Impacts

The project is located approximately 1.25 miles south of the nearest designated Very High Fire Hazard Severity Zone in a State Responsibility Area. The project would consist of parking and landscaping uses and would be located in an urban area that receives fire protection from the County of Santa Barbara Fire Department. The project would not substantially increase existing wildfire-related impact risk on the project site or other existing development in the city. Therefore, the project's wildfire-related impacts would not be cumulatively considerable and cumulative impacts would not be significant.

v. Required/Recommended Mitigation Measures

Based on the above analysis, no mitigation measures are necessary.

vi. Residual Impact

Residual impacts on wildfire would be less than significant as a result of the project.

U. MANDATORY FINDINGS OF SIGNIFICANCE

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

a) Less Than Significant Impact With Mitigation Incorporated. The project is located within an urbanized area on a site developed with a temporary surface parking lot. Section D, *Biological Resources*, fully analyzes the potential direct, as well as indirect impacts (e.g., new lighting) on biological resources, including potential impacts to Maria Ignacio Creek. The analysis concluded there may be project effects on nesting birds and roosting bats during construction activities. As such, Mitigation Measures MM-BIO-2 (Nesting Birds) and MM-BIO-3 (Roosting Bats) would be required. Therefore, with implementation of Mitigation Measures MM-BIO-2 and MM-BIO-3, the City has a mechanism to verify that any impacts to nesting birds and roosting bats would be reduced.

The Cultural Resources and Cultural Tribal Resources sections of this study indicates possible project effects on cultural resources and tribal cultural resources. The Cultural Resources section details mitigation in MM-CUL-1 for reducing impacts to such resources to less than significant levels.

b) Less Than Significant Impact. This project is consistent with the designated land uses in the City of Goleta GP/CLUP. This Initial Study has identified potential impacts in the areas of biological resources, cultural/tribal cultural resources, geology/soils, and hazards/hazardous materials that individually are limited and require mitigation to ensure that the impacts would be reduced to a less than significant level both incrementally and cumulatively. The project approval is conditioned upon implementation of these mitigation measures that avoid incremental effects that would emerge with implementation of cumulative projects.

c) Less Than Significant Impact. Project effects on human beings related to noise, hydrology, and transportation have been analyzed in this study. Impacts on human beings would be less than significant with the incorporation of mitigation measures and standard conditions of approval, where required. Mitigation Measure NOI-1 would reduce construction noise level to below the City's threshold of significance. Hydrology impacts would be reduced to less-than-significant levels through implementation of stand conditions of approval. No significant impacts to transportation would result from the project.

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

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17. ATTACHMENTS

A. Project Plans (11" x 17" reductions); March 8, 2021

B. CalEEMod Modeling Results; July 9, 2021

C. Biological Peer Review and Final Report; June 2, 2021 (Dudek Peer Review of Draft Report) and July 1, 2021 (Hunt & Associates Biological Consulting Services Final Report)

D. Cultural Resources Records Search (confidential); March 12, 2020

E. Geotechnical Memorandum; October 19, 2020

F. GeoTracker and EnviroStor Records Search Results; September 14, 2021

G. Stormwater Control Plan; October 27, 2020

H. Noise Calculations; July 9, 2021

I. Traffic and Parking Study; February 17, 2021

J. Preliminary Water Service Determination; October 27, 2020

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