

ADDENDUM
DATED MAY 27, 2011
TO THE CABRILLO BUSINESS PARK ENVIRONMENTAL IMPACT REPORT (37-SB-EIR)
and to Addenda dated April 23, 2007 and October 24, 2008
FOR THE CABRILLO BUSINESS PARK/DECKERS PROJECT
DEVELOPMENT AGREEMENT AMENDMENT (11-046-OA) and
DEVELOPMENT PLAN AMENDMENT #2 (11-037-DP AM)
6767 HOLLISTER AVENUE
APNs 073-610-001, -002, -003, -004, -005, -006,
-008, -009, -010, -011, -012, -013, -015, -016, -017, -018, and -019

A. OVERVIEW

The City of Goleta has prepared this Addendum to the Final Environmental Impact Report for the Cabrillo Business Park Project that was certified in April 2007 (2007 FEIR; SCH#2000041129). Other prior environmental documents include an Addendum dated April 23, 2007 and an Addendum dated October 24, 2008. Background information on these documents is provided below and they are incorporated by reference into this document.

This Addendum dated May 27, 2011 has been prepared pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 21000, et seq.) and CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000, et seq.). It addresses minor changes to the approved Cabrillo Business Park Project.

B. CEQA GUIDELINES

According to Sections 15163(a) and 15164(a) of the State CEQA Guidelines, the Lead Agency or the Responsible Agency will prepare an addendum to a previously certified EIR if some changes or additions are necessary and none of the conditions described in Section 15162 calling for the preparation of a subsequent or supplemental EIR have occurred. Section 15164(e) of the State CEQA Guidelines requires substantial evidence that a subsequent EIR is not necessary.

Sections 15162 and 15163 of the State CEQA Guidelines state that, for a project covered by a certified EIR, preparation of a subsequent or supplemental EIR *rather* than an addendum is required only if one or more of the following conditions occur:

1. Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects.

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As set forth in this Addendum, none of the conditions described above will occur because of, or in relation to, the minor changes to the Cabrillo Business Park Project. Therefore, an Addendum is appropriate, not a subsequent EIR pursuant to Section 15162 or supplemental EIR pursuant to Section 15163 of the CEQA Guidelines.

C. BACKGROUND

The Cabrillo Business Park Project ("CBP Project") included a Rezone, Development Agreement, Vesting Tentative Map, Development Plan, and Road Naming. A Final Environmental Impact Report for the Cabrillo Business Park Project (2007 FEIR; SCH #2000041129)("FEIR") was completed for the CBP Project and certified in April 2007 (inclusive of an Errata Sheet dated April 23, 2007). An Addendum to the FEIR (dated April 23, 2007), was prepared to address the changes in environmental effects associated with revisions to the CBP Project.

The revisions to the CBP Project included an increased buffer of 50 feet from the California Department of Fish and Game property to the south and transfer of 5,000 square feet (SF) from this area to a 15,000-square foot building on Lot 2 in the northeast corner of the property. The revisions to the CBP Project also included reconfiguration of Lot 13 into four separate lots, for a total of 22 lots. The revisions to the CBP Project were approved by the City Council on May 7, 2007 and allowed for up to approximately 956,282 square feet (SF) of total development.

A second Addendum to the FEIR (dated October 24, 2008) was prepared for a Development Plan Amendment that was approved by the Planning and Environmental Services Director on November 3, 2008 (hereinafter referred to as Approved Development Plan Amendment #1).

The CBP Project was amended to include a Development Plan Amendment that made minor changes to the CBP Project, including an increase in the number of buildings from 12 to 14 with a net reduction of 7,500 SF of building area. The total number of parking spaces increased to 2,480 (+28 spaces). The CBP Project, as amended, allowed for up to approximately 948,782 SF of total development.

The FEIR and two subsequent Addenda shall collectively be referred to and considered as the Final EIR.

D. SCOPE OF THE ADDENDUM

This Addendum addresses minor changes to the CBP Project through an amendment to the recorded Development Agreement and a Development Plan Amendment (hereinafter, collectively referred to as the "Project"). The baseline for review is the CBP Project as currently approved and entitled, including the recorded Development Agreement and the approved Development Plan Amendment #1, which allows for approximately 948,782 SF of total development.

This Addendum addresses the First Amendment to the Development Agreement ("Amendment"), which includes changes to the requirement for undergrounding of utilities. The recorded Development Agreement currently requires the undergrounding of all existing above ground utilities along the western property line. The Amendment includes the undergrounding of only the two northernmost poles and the remainder of the poles would remain aboveground. The Amendment also includes changes to the phasing of development, specifically certain road improvements, and changes to the means by which satisfaction of reimbursements for construction of certain improvements may be accomplished, specifically through reimbursement agreements. These changes relate only to timing and satisfaction of requirements that have previously been analyzed in the Final EIR. Therefore, these changes are not analyzed in this Addendum.

This Addendum also analyzes a Development Plan Amendment to decrease total development to approximately 934,782 SF (a reduction of 14,000 SF), reconfigure buildings and associated infrastructure, change the use of one building from self-storage to warehouse, change building height and architecture, and the inclusion of an emergency back-up generator at the southeast corner of Building 12 (hereinafter referred to as "Development Plan Amendment #2). These changes are analyzed in this Addendum.

E. ADOPTION AND AVAILABILITY OF ADDENDUM

This Addendum will be considered for certification by the City Council. In accordance with CEQA Guidelines Section 15164(c), an Addendum need not be circulated for public review but can be included in or attached to the Final EIR. The decision-maker considers the Addendum with the Final EIR prior to making a decision on the Project.

This Addendum is available at the following location:

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

F. PROJECT LOCATION

The subject property is a 92.25-acre parcel located at the southwest corner of the Los Carneros Road/Hollister Avenue intersection. The property address is 6767 Hollister Avenue. APNs 073-610-001, -002, -003, -004, -005, -006, -008, -009, -010, -011, -012, -013, -015, -016, -017, -018, and -019

G. PROJECT DESCRIPTION

Development Agreement Amendment (11-046-OA)

The *First Amendment to Development Agreement By and Between: City of Goleta and Santa Barbara Realty Development, LLC dated May 7, 2007* ("First Development Agreement Amendment") includes changes to the requirement for undergrounding of utilities, changes to the phasing of development, and changes to the means by which satisfaction of reimbursement for construction of certain improvements may be accomplished, specifically through reimbursement agreements.

Development Plan Amendment #2 (11-037-DP AM)

The Development Plan Amendment #2 would include approximately 934,782 SF of existing and new structural development (reduced from 948,782 SF under the Approved Development Plan Amendment #1; a decrease of approximately 14,000 SF). Plans for Development Plan Amendment #2 are included as Attachment 1 to this Addendum.

Existing development includes nine buildings and screened storage areas. There would be no change relative to this existing development as a result of the Project. Seven of these nine buildings would continue to be retained. The two buildings to be removed are the Flight Physics Control Building and the Flight Physics Range Building in the southern portion of the property. The seven buildings being retained date from the 1950s and 1960s and are currently subject to varying degrees of remodeling. The retained structural development would continue to total approximately 241,682 SF.

New development associated with the Project would total approximately 693,100 SF in 13 buildings. The new buildings would include 549,800 SF of office and research/development uses, 101,100 SF of self-storage uses, 30,000 SF of warehouse use, and 12,200 SF of retail/restaurant use. Landscaping would be provided along public street frontages, along interior access ways, and around buildings.

Buildings – Reconfiguration and Uses. The Project would reconfigure structural development from five buildings (Buildings 1, 2, 4, and 12A and 12B) along Hollister Avenue to four buildings (Buildings 1, 2, 4 and 12). Building 12, located at the southwest corner of Hollister Avenue and Los Carneros Road, would increase in square footage (from an approved 17,500 SF to 45,000 SF). Building 3, located interior to the development, would change from a self-storage use (of 73,500 SF) to warehouse use (30,000 SF). The balance of new structural development remains unchanged (Buildings 5A, 5B, 6, 7, 8, 9, 10, and 11).

Architecture and Changes in Height. The architecture remains contemporary international, emphasizing rectilinear building shapes with strong horizontal lines. Approved 1-story development (Buildings 12 A and 12 B) is approximately 26 feet in height (up to 30 feet at the upper metal cap). Approved 2-story development is approximately 34 feet in height (up to 40 feet to the parapet screening for roof mounted mechanical equipment). Self-storage structures are approved at 20 – 27 feet in height.

The Project would result in 1-story buildings with a maximum height of 30 feet and 2-story buildings would have a maximum height of 35 feet. Parapet screening for roof mounted equipment would extend approximately 6 feet above the structures (set in from the building edge). Building 12 would also include a rotunda design element of 39 feet. The self-storage structures would remain unchanged.

Grading and Drainage. Grading quantities are similar and would be 112,700 cubic yards of cut and 102,200 cubic yards of fill. Building pad elevations have been adjusted to reflect reconfigured buildings and changes in finished floor elevations are minor. Stormwater would continue to go through a system of primary bioswales, through the detention basins, and then distributed onto the onsite wetland and via storm drains under Los Carneros Road to the Goleta Slough (Detention Basin 1) or the wetland area on the California Department of Fish and Game property to the south (Detention Basin 2).

Site Improvements/Access and Parking. Onsite roadway improvements remain the same, including widening and some realignment of the main internal road, Coromar/Discovery Drive. The Hollister Avenue/Coromar Drive and Los Carneros Road/Discovery Drive intersections would still be signalized. Offsite improvements would continue to be provided, including frontage improvements and bus stops. Vehicular access is unchanged and would continue to be provided via three entrances/exits on Hollister Avenue and two entrances/exits on Los Carneros Road. The number of parking spaces will increase from 2,480 spaces to 2,519 spaces (an increase of 39 spaces). The parking area south of Building 1 would have additional “green” elements. This includes an urban grove and Trex decking with bioswale grasses leading from the south side of Building 1 to the greenbelt/wetland feature to the south (in the central eastern portion of the property).

Landscaping/Wetland Restoration. The Landscape Plan would continue to provide for landscaping throughout the property. Landscaping would continue to include a buffer along Hollister Avenue and Los Carneros Road, with provision of a low undulating series of elongated mounds approximately 3-feet high, with drought-tolerant grasses, sporadic groups of shrubs, and small groves of trees. The line of mounds would be interrupted along the enhanced wetland area adjacent to Los Carneros Road. The Landscape Plan would

continue to identify the wetland restoration program in the central-eastern lowlands area and public greenbelt of approximately 19 acres.

Recreational Elements. Passive and active recreational amenities would include benches, tables with inlaid chess and backgammon boards, a bocce ball area, jogging trails, nature trails, horseshoe pits, volleyball and half-court basketball facilities. Public access to recreational elements would continue to be provided.

Water and Sewer Service. Water and sewer service would continue to be provided from the Goleta Water District (GWD) and the Goleta West Sanitary District (GWSD), respectively.

H. POTENTIAL ENVIRONMENTAL IMPACTS

1. Aesthetics/Visual Resources

The Project would result in the following changes in visual presentation:

- reconfigures structural development from five buildings (Buildings 1, 2, 4, and 12A and 12B) along Hollister Avenue to four buildings (Buildings 1, 2, 4 and 12);
- changes use of Building 3 from self-storage to warehouse (with a decrease in square footage from 73,000 SF to 30,000 SF);
- Building 12, located at the southwest corner of Hollister Avenue and Los Carneros Road, would increase in square footage (from 17,500 SF to 45,000 SF);
- 1-story buildings would increase in height to a maximum of 30 feet (from 26 feet);
- 2-story buildings would increase in height to a maximum of 35 feet (from 34 feet);
- parapet screening for roof-mounted mechanical equipment would be 6 feet in height, set in from roof edges;
- Building 12 would include a rotunda design element of 39 feet;
- all other structural development would remain unchanged (Buildings 5A, 5B, 6, 7, 8, 9, 10, and 11);
- overall reduction of 14,000 SF (for approximately 693,100 SF of new development; 241,682 SF of retained development; 934,782 SF of total development);
- increases parking from 2,480 spaces to 2,519 spaces; and
- the two northernmost utility poles would be undergrounded and 11 poles would remain aboveground (instead of all 13 poles being undergrounded).

Section 4.1 of the Final EIR describes the aesthetics/visual resources setting relative to the CBP Project, impacts on aesthetics/visual resources that would result from the CBP Project, and mitigation measures that would reduce potentially significant impacts. Reconfiguration of buildings and uses, minor increases in height of buildings,

and minor changes to project infrastructure would not affect aesthetics/visual resources in a new or different manner. The addition of the 39-foot rotunda element on Building 12 is considered compatible with the building's location at the corner of Hollister Avenue and Los Carneros Road. The rotunda is considered an architectural projection, with a maximum allowable height under the zoning code of 50 feet. Building 12 would be set back approximately 179 feet from the public street corner and approximately 100 feet from the public street frontages, thus softening the height and mass of the building from the public street. Additionally, the two existing buildings at this intersection also include corner architectural features that extend above the roof lines of these existing buildings. Therefore, the inclusion of a similar feature on Building 12 is considered consistent with existing development.

The Development Agreement requires the undergrounding of all 13 existing utility poles and utility lines along the western property boundary. This property line of approximately 1,375 linear feet, would be clear of the visual obstruction associated with utility poles and lines, as experienced primarily from the public viewing areas of Hollister Avenue (to the north) and the terminus of Bollay Drive (to the west).

The First Development Agreement Amendment would result in the undergrounding of only the two northernmost utility poles. This change would result in the 266 linear feet closest to Hollister Avenue being without any visual obstruction associated with utility poles and lines. The presence of utility poles and lines would still be experienced in association with the 11 poles that would remain aboveground for the remaining linear distance of approximately 1,109 feet. These remaining poles would be only minimally visible from Hollister Avenue because they are south of, and perpendicular to, the primary east-west path of travel along this travel corridor. The view of above ground utilities from Bollay Drive would also be minimal, as the terminus of this road is narrow and not frequently travelled. Therefore, impacts associated with undergrounding only the two northernmost utility poles along the western property boundary and leaving the remaining 11 poles and utility lines above ground, are considered adverse but not significant.

The Project is not expected to result in any new significant aesthetics/visual resources impacts and no changes to mitigation measures are necessary.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts AES-1, AES-2, AES-3, AES-4, AES-5, AES-6, AES-7, AES-8, AES-9, AES-10

Cumulative Impacts: Cumulative impacts on aesthetics/visual resources would remain the same.

Mitigation Measures: The following mitigation measures would still be required:

AES-1, AES-2.1, AES-4, AES-5, AES-8.2, AES-10, AES-11, AES-12, AES-13, AES-14, AES-15, AES-16, AES-17, AES-18, AES-19, AES-20

The following mitigation measures would still be recommended:

AES-6, AES-7, AES-8.1, AES-9

Residual Impacts: Upon implementation of the above mitigation measure, Project residual project-specific and cumulative impacts would be less than significant for those impacts identified as potentially significant. Project residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse but not significant.

2. Air Quality

Section 4.2 of the Final EIR describes the air quality setting relative to the CBP Project, impacts on air quality that would result from the CBP Project, and mitigation measures that would reduce potentially adverse but not significant impacts. Grading and construction requirements associated with the Project remain similar to Approved Development Plan Amendment #1 in terms of quantities of cut and fill and type of structural development. Grading/construction related emissions (including particulate matter, nitrogen oxide, and reactive organic gases) would remain the same. Operational emissions (particulate matter, nitrogen oxides, reactive organic gases, and pollutant emissions and existing congested intersections) would be reduced slightly as a result of a reduction of 558 average daily trips (ADTs) associated with Project changes in use. Therefore, no new impacts would be expected to occur and no changes to mitigation measures are necessary.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts AQ-1, AQ-2, AQ-3, AQ-4, AQ-5, AQ-6

Cumulative Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts AQ-7, AQ-8, AQ-9

Mitigation Measures

The following mitigation measures would still be recommended:

AQ-1.1, AQ-1.2, AQ-1.3, AQ-2, AQ-3, AQ-4, AQ-5, AQ-7, AQ-8, AQ-9

Residual Impacts

Upon implementation of the above mitigation measure, Project residual project-specific and cumulative impacts would remain adverse but not significant.

3. Archaeological Resources

Section 4.3 of the Final EIR describes the archaeological setting relative to the CBP Project, impacts on archaeological resources that would result from the CBP Project, and mitigation measures that would reduce potentially significant impacts. The Project does not include any elements that would affect archaeological resources in a new or

different manner (David Stone, Dudek; April 5, 2011). Therefore, no new impacts would be expected to occur and no changes to mitigation measures are necessary.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts ARCH-1, ARCH -2, ARCH -3, ARCH -4, ARCH-5, ARCH-6, ARCH-7, ARCH-8, ARCH-9, ARCH -10

Cumulative Impacts: Cumulative impacts on archaeological resources would remain the same.

Mitigation Measures: The following mitigation measures would still be required:

ARCH-1.1, ARCH-1.2, ARCH-1.3, ARCH-3, ARCH-4, ARCH-5, ARCH-6, ARCH-7, ARCH-8, ARCH-10

Residual Impacts: Upon implementation of the above mitigation measures, Project residual project-specific and cumulative impacts would be less than significant for those impacts identified as potentially significant. Project residual impacts associated with potentially adverse project-specific impacts, would remain adverse but not significant.

4. Biological Resources

Section 4.4 of the Final EIR describes the biological setting relative to the CBP Project, impacts on biological resources that would result from the CBP Project, and mitigation measures that would reduce potentially significant impacts. The Project does not include any elements that would affect biological resources in a new or different manner. Therefore, no new impacts would be expected to occur and no changes to mitigation measures are necessary.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-6, BIO-7, BIO-8

Cumulative Impacts: Cumulative impacts on biological resources would remain the same.

Mitigation Measures: The following mitigation measures would still be required:

BIO-1.1, BIO-1.2, BIO-1.3, BIO-2, BIO-3.1, BIO-3.2, BIO-5.1, BIO-5.2, BIO-6

Residual Impacts: Upon implementation of the above mitigation measures, Project residual project-specific and cumulative impacts would be less than significant, for those impacts identified as potentially significant. Project residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse but not significant.

5. Energy/Greenhouse Gas Emissions

Section 4.5 of the Final EIR describes the energy setting relative to the CBP Project, impacts on energy demand that would result from the CBP Project, and mitigation measures that would reduce potentially adverse impacts. Since release of the Final EIR, climate action legislation has been enacted at the state level (Executive Order S-3-50, AB 32, SB 375, and SB 97). Legislation is aimed at reducing greenhouse gas (GHG) emissions to 80% below 1990 levels by 2050.

The short-term construction and long-term operational GHG emissions associated with buildout would contribute to long-term increases in GHGs as a result of traffic increases and minor secondary fuel consumption emissions. Additional increases in GHG emissions would occur as a result of the generation of electricity necessary to meet project-related increases in energy demand. CBP Project energy demand was considered an adverse but not significant impact in the Final EIR.

The Project would result in similar short-term grading and construction requirements as approved Development Plan Amendment #1. Therefore, grading/construction GHG-related emissions would be relatively the same and are considered adverse but not significant.

The Project would result in a reduction in building area of 14,000 SF and a reduction in vehicular trips of 558 ADTs. There would be an associated reduction in project greenhouse gas emissions associated with electrical demand and fossil fuel consumptions. As a result, long-term operational impacts would be slightly reduced, and would remain adverse but not significant.

Therefore, no new impacts would be expected to occur and no changes to mitigation measures are necessary.

Project-Specific Impacts

The following previously identified impact in the Final EIR would still occur:

Impact ENERGY-1

Cumulative Impacts

Cumulative energy impacts would remain the same.

Mitigation Measures

The following mitigation measure would still be recommended: ENERGY -1.

Residual Impacts

Upon implementation of the above mitigation measure, Project residual project-specific and cumulative impacts would remain adverse but not significant.

6. Fire Protection/Hazards

Section 4.6 of the Final EIR describes the fire protection/hazards setting relative to the CBP Project, impacts that would result from the CBP Project, and mitigation measures that would reduce potentially significant impacts. The Project does not include any elements that would affect fire protection/hazards in a new or different manner. Therefore, no new impacts would be expected to occur and no changes to mitigation measures are necessary.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts FIRE-1, FIRE-2, FIRE-3, FIRE-4

Cumulative Impacts: Cumulative fire protection impacts would remain the same.

Mitigation Measures: The following mitigation measures would still be required:

FIRE-1.1, FIRE-1.2, FIRE-1.3

The following mitigation measure would still be recommended:

FIRE-3

Residual Impacts: Upon implementation of the above mitigation measures, Project residual project-specific and cumulative impacts would be less than significant, for those impacts identified as potentially significant. Project residual impacts associated with potentially adverse project-specific, would remain adverse but not significant.

7. Geologic Resources

Section 4.7 of the Final EIR describes the geologic setting relative to the CBP Project, impacts on geologic resources that would result from the CBP Project, and mitigation measures that would reduce potentially significant impacts. The Project does not include any elements that would affect geologic resources in a new or different manner. Therefore, no new impacts would be expected to occur and no changes to mitigation measures are necessary.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts GEO-1, GEO-2, GEO-3, GEO-4, GEO-5

Cumulative Impacts: Cumulative geologic resources impacts would remain the same. (Class III)

Mitigation Measures: The following mitigation measures would still be required:

GEO-1.1, GEO-1.2

Residual Impacts: Upon implementation of the above mitigation measures, Project residual project-specific impacts would be less than significant, for those impacts

identified as potentially significant. Project residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse but not significant.

8. Hazardous Materials/Risk of Upset

Section 4.8 of the Final EIR describes the hazardous materials/risk of upset setting relative to the CBP Project, impacts that would result from the CBP Project, and mitigation measures that would reduce potentially significant impacts. The Project does not include any elements that would affect hazardous materials/risk of upset in a new or different manner. A back-up generator is now shown at the southeast corner of Building 12; however, the potential for such uses was anticipated in the Final EIR. Therefore, no new impacts would be expected to occur and no changes to mitigation measures are necessary.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts HAZ-1, HAZ-2, HAZ-3, HAZ-4, HAZ-5, HAZ-6

Cumulative Impacts: Cumulative hazardous materials/risk of upset impacts would remain the same.

Mitigation Measures: The following mitigation measures would still be required:

HAZ-1.1, HAZ-1.2, HAZ-2, HAZ-3.1, HAZ-3.2, HAZ-4.1, HAZ-4.2, HAZ-4.3, HAZ-4.4, HAZ-5.1, HAZ-5.2, HAZ-6.1, HAZ-6.2

Residual Impacts: Upon implementation of the above mitigation measures, Project residual project-specific and cumulative impacts would be less than significant.

9. Land Use

The Project would result in the following changes to land use:

- reconfigures structural development from five buildings (Buildings 1, 2, 4, and 12A and 12B) along Hollister Avenue to four buildings (Buildings 1, 2, 4 and 12)
- changes Building 3 from self-storage to warehouse (with a decrease in square footage from 73,000 SF to 30,000 SF)
- Building 12, located at the southwest corner of Hollister Avenue and Los Carneros Road, would increase in square footage (from 17,500 SF to 45,000 SF)
- 1-story buildings would increase in height to a maximum of 30 feet (from 26 feet)
- 2-story buildings would increase in height to a maximum of 35 feet (from 34 feet)
- parapet screening for roof-mounted mechanical equipment would be 6 feet in height, set in from roof edges
- Building 12 would include a rotunda design element of 39 feet

Distribution of structural development relative to the Santa Barbara Municipal Airport (SBMA) Airport Approach Zone remains the same. The CBP Project includes Buildings 3, 8, and 11 within the Clear Zone area of the Approach Zone and all other buildings just outside the Approach Zone. The Project retains this same distribution of structural development but changes Building 3 from self-storage to warehouse use. This increases the intensity of development slightly. Onsite population density would go from 23.07 people/acre to 24.88 people/acre. The population would remain below the Airport Land Use Plan guideline for the Approach Zone of 25 people/acre.

Project building heights of 30-feet for 1-story structures, 35-feet for 2-story structures, 6-foot parapet height, and the 39-foot rotunda height have been preliminarily evaluated relative to flight path safety. The Project is below maximum allowed heights by approximately 2 – 5 feet.

Project landscaping remains relatively unchanged and would continue to be subject to a 25-foot height limitation within the Clear Zone.

Section 4.9 of the Final EIR describes the land use setting relative to the CBP Project, land use impacts that would result from the CBP Project, and mitigation measures that would reduce potentially significant and potentially adverse but not significant impacts. As noted above, as a result of the Project no new impacts would be expected to occur.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impact LU-1, -LU-2, LU-3, LU-4, LU-5, LU-6, LU-7

Cumulative Impacts: Cumulative land use impacts would remain the same.

Mitigation Measures: The following mitigation measures would still be required:

LU-1, AES-6, AES-7, LU-4.1, LU-4.2, LU-4.3, LU-6

The Project would continue to be subject to an existing Memorandum of Understanding between the developer and the City of Santa Barbara (June 27, 2001) and recorded avigational easements (August 9, 2001; August 10, 2001). City of Santa Barbara airport staff indicate that an amendment to the Avigation and Noise Easement will be required in order to record limitations on occupancy, use, size, and height limitations for Building 3, landscaping height limitations, and to ensure submittal of Form 7460 to the FAA, if required by the FAA (Karen Ramsdell, Director, SBMA; 5/18/11). The following new mitigation measure is required consistent with this Airport requirement (Ramsdell; 5/18/11 and Andrew Bermond, Associate Planner, 5/19/11) in order to update the Avigation and Noise Easement that has historically been part of the CBP Project and the Final EIR:

LAND USE

The Avigation and Noise Easement held by the City of Santa Barbara shall be amended. **Plan Requirements:** The following shall be addressed, and modified as appropriate, through the avigational easement amendment process:

- a) Permanent occupancy of Building 3 shall not exceed 25 persons.
- b) No public assembly uses shall be allowed in Building 3.
- c) Building 3 shall be limited to 33,000 square feet of interior space and no more than 6,000 square feet shall be used as administrative office or support space.
- d) Nothing mounted on the roof of Building 3 shall exceed 30 feet above finished grade (i.e., 50 feet above mean sea level) to avoid penetrating the Santa Barbara Airport Runway 7 approach surface.
- e) To avoid creating future obstructions to aviation, the mature height of plants or trees in the Runway Protection Zone (RPZ; aka Clear Zone) shall be 25 feet or shall be maintained at such height without distorting natural appearances; outside the RPZ, the height of plants or trees shall be maintained at heights consistent with FAA Part 77 requirements.
- f) Permittee shall provide proof that FAR Part 77 does not require filing of an aeronautical study/Form 7460 Notice of Proposed Construction or Alteration. If the form is required by the FAA Part 77 determination, permittee shall submit the aeronautical study and Form 7460 Notice of Proposed Construction or Alteration with the FAA and copy to City of Goleta.

Timing: Permittee shall provide FAA proof in "f" prior to issuance of a Land Use Permit for Building 1, 2, 3, or 12, as applicable. The permittee shall provide evidence of the updated Avigation and Noise Easement amended to the satisfaction of the City of Santa Barbara, prior to issuance of a Land Use Permit for Building 1, 2, 3, or 12.

Monitoring: Staff shall verify compliance prior to LUP issuance.

Residual Impacts: Upon implementation of the above mitigation measures, Project residual project-specific impacts would be less than significant, for those impacts identified as potentially significant. Project residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse but not significant.

10. Noise

Section 4.10 of the Final EIR describes the noise setting relative to the CBP Project, impacts on related to noise that would result from the CBP Project, and mitigation measures that would reduce potentially significant impacts. The Project does not include any elements that would affect noise in a new or different manner. Therefore, no new impacts would be expected to occur and no changes to mitigation measures are necessary.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts NOISE-1, NOISE-2, NOISE-3, NOISE-4, NOISE-5

Cumulative Impacts: Cumulative noise impacts would remain the same. (Class III)

Mitigation Measures: The following mitigation measures would still be required:

NS-1.1, NS-1.2

The following mitigation measure would still be recommended:

NS-4

Residual Impacts: Upon implementation of the above mitigation measures, Project residual project-specific impacts would be less than significant, for those impacts identified as potentially significant. Project residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse but not significant.

11. Public Facilities

Section 4.11 of the Final EIR describes the public facilities setting relative to the CBP Project, public facilities impacts that would result from the CBP Project, and mitigation measures that would reduce potentially significant and potentially adverse but not significant impacts.

Solid waste generation would increase by 31.52 tons/year as a result of the warehouse use in Building 3 (change from the approved self-storage use). This solid waste generation impact remains significant and unavoidable. Impacts on wastewater collection and disposal would be relatively similar in that population and overall onsite demand would be similar to the CBP Project. This wastewater collection impact remains adverse but not significant. The Project would function similar to the CBP Project in terms of demand on police protection services. This police protection services impact remains adverse but not significant. Therefore, no new impacts would be expected to occur and no changes to mitigation measures are necessary.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts PF-1, PF-2, PF-3, PF-4

Cumulative Impacts: Cumulative public facilities impacts would remain the same.

Mitigation Measures: The following mitigation measures would still be required:

PF-1, PF-2

The following mitigation measures would still be recommended:

PF-3.1, PF-3.2, PF-3.3

Residual Impacts: Upon implementation of PF-2, Project residual project-specific and cumulative impacts on long-term generation of solid waste would remain significant.

Upon implementation of the remaining above mitigation measures, all other Project residual project-specific impacts would be less than significant, for those impacts identified as potentially significant. Project residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse but not significant.

12. Recreation

Section 4.12 of the Final EIR describes the recreation setting relative to the CBP Project, impacts on recreational resources that would result from the CBP Project, and mitigation measures that would reduce potentially adverse impacts. The Project does not include any elements that would affect recreational resources in a new or different manner. Therefore, no new impacts would be expected to occur and no changes to mitigation measures are necessary.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts REC-1, REC-2, REC-3

Cumulative Impacts: Cumulative recreation impacts would remain the same.

Mitigation Measures: The following mitigation measures would still be recommended:

REC-3

Residual Impacts: Upon implementation of the above mitigation measure, Project residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse but not significant.

13. Transportation/Circulation

The Project would result in a reduction in average daily trips (ADT) by 558 ADT, would increase AM peak hour trips (PHT) by 58 PHT, and would increase PM PHT by 2 PHT compared to traffic generated by the CBP Project, including the Approved Development Plan Amendment #1 (Derek Rapp, Penfield and Smith; April 5, 2011).

Section 4.13 of the Final EIR describes the area transportation/circulation setting, impacts on transportation/circulation that would result from the CBP Project, and mitigation measures that would reduce potentially significant impacts. The Project does not result in trip generation that would affect transportation/circulation in a new or different manner. Therefore, no new impacts would be expected to occur and no changes to mitigation measures are necessary.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts TR-1, TR-2, TR-3, TR-4, TR-5, TR-6, TR-7, TR-8, TR-9, TR-10, TR-11

Cumulative Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts TR-12, TR-13, TR-14, TR-15, TR-16, TR-17, TR-18, TR-19, TR-20, TR-21,-
TR-22, TR-23, TR-24, TR-25, TR-26, TR-27, TR-28

Mitigation Measures: The following mitigation measures would still be required:

TR-1, TR-2, TR-3, TR-5, TR-6, TR-7, TR-8, TR-9, TR-12, TR-13, TR-14, TR-16, TR-
17, TR-18, TR-19, TR-20, TR-21, TR-22, TR-23, TR-25, TR-26, TR-27, TR-28

Residual Impacts: Upon implementation of TR-3, TR-7, TR-14, and TR-23, Project residual project-specific and cumulative impacts on Los Carneros Road south of the City limits to El Colegio Road and at Los Carneros Road/El Colegio Road would remain significant.

Upon implementation of the remaining above mitigation measures, all other Project residual project-specific and cumulative impacts would be less than significant, for those impacts identified as potentially significant. Project residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse but not significant.

14. Water Resources/Flooding

Section 4.14 of the Final EIR describes the water resources/flooding setting relative to the CBP Project, impacts on related to water resources/flooding that would result from the CBP Project, and mitigation measures that would reduce potentially adverse impacts. The Project does not include any elements that would affect water resources/flooding in a new or different manner. Therefore, no new impacts would be expected to occur and no changes to mitigation measures are necessary.

Project-Specific Impacts: The following previously identified impacts in the Final EIR would still be expected to occur:

Impacts WS-1, WS-2, WS-3, WS-4, WS-5

Cumulative Impacts: Cumulative water resources/flooding impacts would remain the same.

Mitigation Measures: The following mitigation measures would still be recommended:

WR-1.1, 1.2, 1.3, 1.4, 1.5, 1.20

The following measures are required components of a Storm Water Prevention Plan (SWPP):

WR-1.6, WR-1.7, WR-1.8, WR-1.9, WR-1.10, WR-1.11, WR-1.12, WR-1.13, WR-1.14,
WR-1.15, WR-1.16, WR-1.17, WR-1.18, WR-1.19

Residual Impacts

Upon implementation of the above mitigation measure, Project residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse but not significant.

I. CONCLUSION

The Project is not expected to result in any new environmental impacts or substantive changes to mitigation measures identified in the Final EIR.

ATTACHMENTS

1. Development Plan Amendment #2 Plans (Site Plan, Parcel Plan, Circulation Plan, Building 1, Building 2, Building 3, Building 12, Preliminary Master Landscape Plan, and Preliminary Landscape Plan – Northeast Corner)