ADDENDUM
DATED OCTOBER 24, 2008
TO THE CABRILLO BUSINESS PARK ENVIRONMENTAL IMPACT REPORT (37-SB-EIR)
CABRILLO BUSINESS PARK PROJECT
DEVELOPMENT PLAN AMENDMENT
6767 HOLLISTER AVENUE, ASSESSOR PARCEL NUMBER 073-450-005
08-107-DP AM

A. LOCATION

The Cabrillo Business Park project site 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. APN 073-450-005.

B. BACKGROUND

Cabrillo Business Park Project EIR

A Draft EIR (Draft EIR) was prepared for the proposed project by the Science Applications International Corporation (SAIC) under contract to the County of Santa Barbara. The EIR was circulated for public review between June 5, 2002 and July 19, 2002 and a public hearing was held on the EIR on July 10, 2002. On March 17, 2003, the City Council validated the public hearing held for the EIR in the interest of fairness (Resolution 03-17).

A Final EIR and responses to comments received during the public comment period were prepared by SAIC under contract to the City of Goleta. The Final EIR was released on April 13, 2007 and is available for review at the offices of the City of Goleta Planning and Environmental Services Department. An Addendum to the Final EIR, dated April 23, 2007, was prepared to address the changes in environmental effects associated with the revised project as described in Alternative 7 of the Final EIR. The revised 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 from this area to a 15,000-square foot building on Lot 2 in the northeast corner of the property. The revised project also included reconfiguration of Lot 13 into four separate lots, for a total of 22 lots. The revised project allowed for up to approximately 714,600 square feet of new development on the property (approximately 956,282 square feet of total development).

C. ADDENDUM

Based on the analysis contained herein, an Addendum to 37-SB-EIR is considered the appropriate environmental review for the Cabrillo Business Park Development Plan

Amendment. This Addendum dated October 24, 2008 acknowledges that the project reviewed under the Development Plan Amendment is substantially similar to ALTERNATIVE 6 in 37-SB-EIR and concludes that all previously identified impacts will remain the same or less than previously identifed in 37-SB-EIR and Addendum dated April 23, 2007 and also concludes that the circumstances calling for preparation of a subsequent EIR are not triggered in that the revised project does not result in new Class I or Class II impacts, and does not result in an increase in the severity of previously identified Class I or Class II impacts.

State CEQA Guidelines Section 15164 provides that an addendum need not be circulated for public review, but can be included in or attached to the Final EIR. The Guidelines further provide that the decision maker must consider the Addendum together with the Final EIR prior to taking action on the project.

The original environmental document, 37-SB-EIR, and Addendum dated April 23, 2007 are available for review at the offices of the City of Goleta Planning and Environmental Services Department.

Description of Changes to the Originally Approved Project (37-SB-DP)

The Development Plan Amendment results in the following changes to the originally approved project:

Lot Sizes/Site Plan. The original project included 22 lots. The Development Plan Amendment also includes 22 lots and the site plan reflects adjusted lot sizes to accommodate reconfigured buildings. The variation in size between originally approved lots and adjusted lots is consistent with the approved vesting tentative tract map (37-SB-TM; TM 32,002). This reconfiguration would be effectuated under a concurrent, but separate, map recordation process.

Buildings. The original project included a total of seven existing buildings and twelve new structures. The Development Plan Amendment includes seven existing buildings and fourteen new structures. The revised project reconfigures structural development from four buildings along Hollister Avenue to five buildings (Buildings 1, 2, 4, 12A, and 12B). Additionally, structural development in the southwest corner of the property would be reconfigured to include three buildings, instead of 2 (Buildings 5A, 5B, and 6). There would be an overall reduction in new development of 7,500 SF.

The request to reconfigure structural development is based on a current market demand for smaller spaces, in order to consolidate retail uses in the northeast corner of the property (Retail Building 12 A; Restaurant Building 12 B). The inclusion of Restaurant Building 12 B (7,500 SF), instead of the originally approved Office Building 12 (15,000 SF) is a change contemplated and authorized in the recorded Development Agreement.

Parking. The originally approved project included a total of 2, 217 parking spaces. Additional parking was added under 07-228-SCD (a substantial conformity determination affecting existing structural development in the northwest corner of the property), for a total of 2,452 spaces. The revised project adds another 28 spaces, for a proposed total of 2,480 spaces.

Grading and Drainage Plan. Original grading quantities of 110,00 cubic yards of cut and 99,000 cubic yards of fill remain the same. Building pads have been adjusted to reflect adjusted lots and reconfigured buildings; changes in finished floor elevations are minor. The revised grading and drainage plan includes Detention Basin 1 in the northeast corner of the property and Detention Basin 2 in the southwest corner of the property. New grading associated with an emergency access road (20 feet) adjacent to Building 9 along the southern property boundary is shown on the revised grading and drainage plan. An emergency pedestrian access (5 feet) would also be provided adjacent to Building 10 along the southern property boundary.

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).

Description of the Revised Project (08-107 DP AM)

The applicant requests approval of an Amendment to the Final Development Plan to develop a modern business park which would retain seven of the nine existing buildings and the screened storage areas, remove two buildings, and build fourteen new structures. The two buildings to be removed, the Flight Physics Control Building, and the Flight Physics Range Building, total 84,808 square feet (SF). The buildings being retained, dating from the 1950s and 1960s and subject to varying degrees of remodeling, total 241,682 SF.

Proposed new structures would total approximately 707,100 SF. The proposed buildings would include 515,000 SF of office and research and development uses, and 174,600 SF of self-storage. A total of approximately 948,782 SF would result from existing and proposed development.

The proposed architecture may be characterized as contemporary international, emphasizing rectilinear building shapes with strong horizontal lines. Proposed 1-story buildings would have a maximum height of 30 feet, and the 2-story buildings would have a maximum height of 35 feet. Mechanical screening would extend approximately 6 feet above the structures and would be designed to obscure equipment including air conditioners, heaters, and other ventilation from view. For 1-story structures, preliminary plans show building heights of approximately 32 feet to the top of the screen and approximately 26 feet to the top of the structure. For 2-story structures, preliminary plans show building heights of approximately 40 feet to the top of the screen and approximately 34 feet to top of the structure.

Estimated earthwork volumes include approximately 110,000 cubic yards (cy) of cut and 99,000 cy of fill to be balanced on site. This amount includes a 10 percent shrinkage factor for anticipated soil compaction. No export of material is proposed.

Vehicular access would be provided via three entrances/exits on Hollister Avenue and two entrances/exits on Los Carneros Road. The Hollister/Coromar Drive and Los Carneros/Discovery Drive intersections would be signalized. A 700-foot segment of Coromar Drive south from the Hollister Road entrance would be straightened and aligned with the existing portion of the internal private road. Coromar Drive/Discovery

Drive (a private road) would be widened and repaved. Other offsite traffic improvements would occur to the City's street and intersection network as required for mitigation.

Water and sewer service, subject to Can and Will Serve Letters for all phases of development, would be provided from the Goleta Water District (GWD) and the Goleta West Sanitary District (GWSD) respectively.

A Class I bike path would parallel Coromar Drive/Discovery Drive on one side and bicycle racks would be located at each building location. In addition, bicycle lockers and shower facilities would be included. Upgrade and relocation of a bus stop along Hollister Avenue and installation of two bus stops on Los Carneros Road are also proposed. The Cabrillo Business Park would provide maximum access to non-motor vehicle forms of transportation. Parking spaces would include 1,054 existing spaces and 1,426 new spaces for a project total of 2,480 parking spaces. In addition, carpooling would be encouraged by providing preferential parking to all carpool participants.

In addition to standard landscaping amenities, the plan provides for a landscaping buffer along Hollister Avenue and Los Carneros Road including 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 proposed enhanced wetland adjacent to Los Carneros Road. A substantial wetland enhancement/greenbelt area of approximately 19 acres is proposed.

Proposed 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.

The applicant is proposing fourteen phases of development. The phasing schedule includes proposed timing for on-site and off-site improvements, with the off-site roadway and intersection improvements linked to the phase of the project for which such improvements would be required for mitigation. Roadways, pedestrian paths, water, sewer, and other utilities are proposed to be developed as needed for each phase.

Impacts and Mitigation Measures associated with the Revised Project

1. Aesthetics/Visual Resources

As a result of the revised project, impacts on aesthetics/visual resources would be similar to those described in the Final EIR (ALTERNATIVE 6). The revised project reconfigures structural development from four buildings along Hollister Avenue to five buildings (Buildings 1, 2, 4, 12A, and 12B). Additionally, structural development in the southwest corner of the property would be reconfigured to include three buildings, instead of 2 (Buildings 5A, 5B, and 6). There would be an overall reduction in new development of 7,500 SF.

Project-Specific Impacts

The following impacts would still occur:

Impact AES-1: *The proposed project would result in short-term aesthetic impacts during construction.* (Class II)

Impact AES-2: *The proposed project structural development and landscaping would substantially obstruct public views of the onsite upland/wetland area and the Santa Ynez Mountains as experienced from Los Carneros Road, considered important visual resources.* (Class II)

Impact AES-3: *The proposed project would not substantially obstruct existing public views of the Santa Ynez Mountains as experienced from Mesa Road.* (Class III)

Impact AES-4: *Landscaping of the proposed project with a mix of evergreen and deciduous trees along Los Carneros Road and Hollister Avenue could result in partial screening of proposed structures during winter months.* (Class II)

Impact AES-5: *The prevalence of native screen and shade trees and their vulnerability to pest infestation would potentially compromise their proposed building screening and parking lot shading landscape objectives.* (Class II)

Impact AES-6: *The proposed project would result in night lighting and glare from parking lot and structural security illumination.* (Class III)

Impact AES-7: *The proposed large, storefront-type aluminum-framed windows would not create substantial increases in daylight glare.* (Class III)

Impact AES-8: *The proposed project design would be compatible with the mass and scale of surrounding commercial/industrial buildings pending Final approval by the City of Goleta, including Design Review Board.* (Class III)

Impact AES-9: *Trash and recycling storage receptacles would be compatible with the mass and scale of surrounding commercial/industrial buildings.* (Class III)

Impact AES-10: *The proposed project landscaping is compatible with the surrounding existing project treatments.* (Class III)

Cumulative Impacts

Cumulative impacts on aesthetics/visual resources would remain the same. (Class II and Class III)

Mitigation Measures

The following mitigation measures would still be required:

AES-1, AES-2.1, AES-4 (also include Building 12)**, 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, residual project-specific and cumulative impacts would be less than significant for those impacts identified as potentially significant. Residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse.

2. Air Quality

As a result of the revised project, there would be no changes to impacts on air quality as described in the Final EIR (ALTERNATIVE 6).

Project-Specific Impacts

The following impacts would still occur:

Impact AQ-1: *Ground disturbances and equipment operation during construction activities would produce short-term PM_{10} emissions.* (Class III)

Impact AQ-2: *Heavy equipment used during proposed construction activities would produce combustive NO_x and ROG emissions.* (Class III)

Impact AQ-3: *The proposed project would generate potentially adverse, but less than significant long-term ROG and NO_x vehicular emissions from delivery trucks and employee and customer vehicle trips.* (Class III)

Impact AQ-4: *Proposed R&D, manufacturing, and self-storage land uses would produce potentially adverse, but less than significant long-term ROG and NO_x emissions from area and vehicular sources.* (Class III)

Impact AQ-5: *Long-term project vehicular traffic would produce potentially adverse, but less than significant increases in pollutant emissions at existing congested intersections.* (Class III)

Impact AQ-6: *Long-term operations could generate toxic air contaminants.* (Class III)

Cumulative Impacts

The following impacts would still occur:

Impact AQ-7: *PM_{10} emissions from project construction would combine with other cumulative sources of PM_{10} emissions in the region.* (Class III)

Impact AQ-8: *NO_x and ROG emissions from project construction would combine with other cumulative project sources of NOx and ROG emissions in the region.* (Class III)

Impact AQ-9: *Project operational emissions would combine with other cumulative project sources of emissions in the region.* (Class III)

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, residual project-specific and cumulative impacts remain adverse but not significant.

3. Archaeological Resources

As a result of the revised project, there would be no changes to impacts on archaeological resources described in the Final EIR (ALTERNATIVE 6).

Project-Specific Impacts

The following impacts would still occur:

Impact ARCH-1: *Direct adverse, significant impacts to intact portions of archaeological sites CA-SBA-52 and CA-SBA-53 would result from grading, excavation, and trenching during construction of buildings, roads, and other structures.* (Class II)

Impact ARCH-2: *Landscaping activities would directly disturb intact CA-SBA-52 and CA-SBA-53 archaeological deposits.* (Class II)

Impact ARCH-3: *Covering portions of the sites with structures and fill could compact and destroy fragile cultural materials, and use of chemically incompatible fill can alter a site's chemical and organic composition and hasten decomposition.* (Class II)

Impact ARCH-4: *Covering portions of prehistoric archaeological sites with fill would result in the indirect impact of loss of scientific access to the capped cultural resource.* (Class II)

Impact ARCH-5: *Project construction could result in disturbance of unknown potentially significant sub-surface cultural resources.* (Class II)

Impact ARCH-6: *Project construction would increase the access to archaeological artifacts and potential for unauthorized collection.* (Class II)

Impact ARCH-7: *Project employee and public recreational use would potentially increase access and damage to archaeological artifacts.* (Class II)

Impact ARCH-8: *Project development would potentially disturb archaeological resources and place fill on top of human burials and burial grounds, considered by local Native Americans a critical element of their cultural and spiritual heritage.* (Class II)

Impact ARCH-9: *Grading within the San Marcos Dairy Trash Dump would not impact an important historical resource.* (Class III)

Impact ARCH-10: *Removal of the World War II ammunition storage bunker and the Flight Physics Range Building would result in the loss of these examples of war time and Cold War activities.* (Class II)

Cumulative Impacts

Cumulative impacts on archaeological resources would remain the same. (Class II)

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 measure, residual project-specific and cumulative impacts would be less than significant for those impacts identified as potentially significant. Residual impacts associated with potentially adverse project-specific impacts, would remain adverse.

4. Biological Resources

As a result of the revised project, there would be minor changes to impacts on biological resources as described in the Final EIR (ALTERNATIVE 6). Originally approved parking spaces within the 50-foot buffer from the wetland on the CDFG property to the south would be removed. New impacts include the installation of a 20-foot wide emergency vehicle access road on the south side of Building 9. This emergency access road would be outside of the 50-foot buffer but would include temporary disturbances associated with required grading along an existing berm located within the 50-foot buffer. An emergency pedestrian access would also be provided adjacent to Building 10 along the southern property boundary. The pedestrian emergency access is located within the 50-foot buffer and would also include temporary disturbances associated with required grading along an existing berm located within the 50-foot buffer. Additional temporary disturbances within the 50-foot buffer would also occur in association with installing Detention Basis 2 and a bioswale area. Revegation of this area with appropriate buffer area species would continue to be provided.

Project-Specific Impacts

The following impacts would still occur:

Impact BIO-1: *Short- and long-term impacts of pollutant discharges into wetlands would potentially occur.* (Class II)

Impact BIO-2: *Loss of three healthy oak trees would occur.* (Class II)

Impact BIO-3: *Site development would result in long-term wetland habitat loss and degradation.* (Class II)

Impact BIO-4: *Grading for the Wetland Restoration Plan would occur within the boundaries of mapped wetlands and would have a short-term impact on some existing wetland habitat and botanical resources.* (Class II)

Impact BIO-5: *Grading associated with the project storm drain system and emergency access to Buildings 9 and 10 would be within 50 feet of CDFG Reserve and associated wetland and wetland-transition habitats.* (Class II)

Impact BIO-6: *Potential loss of local populations of southern tarplant and slender aster could occur.* (Class II)

Impact BIO-7: *Suitable open space foraging habitat for raptors would be replaced by enhanced wetland and recreational areas and would be compromised by intensification of urban uses.* (Class III)

Impact BIO-8: *The proposed Wetland Restoration Plan would potentially increase the concentrations of non-sensitive birds and related fatalities from Bird-Aircraft Strike Hazards (BASH).* (Class III)

Cumulative Impacts

Cumulative impacts on biological resources would remain the same. (Class II, Class III, and Beneficial)

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, residual project-specific and cumulative impacts would be less than significant, for those impacts identified as potentially significant. Residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse.

5. Energy

As a result of the revised project, there would be no changes to impacts on energy described in the Final EIR (ALTERNATIVE 6).

Project-Specific Impacts

The following impacts would still occur:

Impact ENERGY-1: *Proposed development would increase demands on electricity and gas supplies.* (Class III)

Cumulative Impacts

Cumulative energy impacts would remain the same. (Class III)

Mitigation Measures

The following mitigation measure would still be recommended:

ENERGY-1

Residual Impacts

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

6. Fire Protection

As a result of the revised project, impacts on fire protection would be similar to those described in the Final EIR (ALTERNATIVE 6). The revised project includes emergency vehicular access along the south side of Building 9 and emergency pedestrian access along the south side of Building 10.

Project-Specific Impacts

The following impacts would still occur:

Impact FIRE-1: *The proposed project would increase development onsite and the demand for fire protection in the area.* (Class II)

Impact FIRE-2: *The proposed project would reduce the amount of manufacturing land uses onsite, thereby reducing opportunities for storage and use of associated hazardous materials and potential for fire.* (Beneficial Impact)

Impact FIRE-3: *No unregulated volatile and/or flammable materials storage would be allowed within proposed self-storage units pursuant to the existing Avigation Easement between the applicant and the Santa Barbara Airport.* (Class III)

Impact FIRE-4: *Project development would maintain existing access from Hollister Avenue and would allow internal circulation and access for Fire Department vehicles.* (Class III)

Cumulative Impacts

Cumulative fire protection impacts would remain the same. (Class II)

Mitigation Measures

The following mitigation measures would still be required:

FIRE-1.1, FIRE-1.2, FIRE-1.3

The following mitigation measure is would still be recommended:

FIRE-3

Residual Impacts

Upon implementation of the above mitigation measures, residual project-specific and cumulative impacts would be less than significant, for those impacts identified as potentially significant. Residual impacts associated with potentially adverse project-specific, would remain adverse.

7. Geologic Resources

As a result of the revised project, impacts on geologic resources would be similar to those described in the Final EIR (ALTERNATIVE 6). The revised grading and drainage plan includes certain changes associated with project infrastructure. Overall grading remains the same and includes 110, 000 cubic yards of cut and 99,000 cubic yards of fill, with a 10% shrinkage factor, and no export of soil material.

Building pads have been adjusted to reflect adjusted lots and reconfigured buildings; changes in finished floor elevations are minor. The revised grading and drainage plan includes Detention Basin 1 in the northeast corner of the property and Detention Basin 2 in the southwest corner of the property. New grading associated with an emergency access road (20 feet) adjacent to Building 9 along the southern property boundary is shown on the revised grading and drainage plan. An emergency pedestrian access (5 feet) would also be provided adjacent to Building 10 along the southern property boundary.

Detention Basin 1 is approximately 61,000 SF in size, the depth of the basin would be about 5.3 feet, with a slope of 6:1. Implementation of Detention Basin 1 would require approximately 6,000 cubic yards of cut. Detention Basin 2 is approximately 30,000 SF in size, the depth of the basin would be about 9.7 feet, with a slope of 4:1. Implementation of Detention Basin 2 would require approximately 6,000 cubic yards of cut. Both basins would be fenced.

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).

Project-Specific Impacts

The following impacts would still occur:

Impact GEO-1: *Project grading would result in a short-term increase in the amount of soil exposed to wind and water erosion.* (Class II)

Impact GEO-2: *Incorporation of required seismic design criteria in project plans would reduce the impacts of earthquake groundshaking.* (Class III)

Impact GEO-3: *The proposed project site contains saturated, granular sediment layers that are susceptible to liquefaction in the event of a moderate nearby earthquake.* (Class II)

Impact GEO-4: *Damage to foundations, fill slopes, utilities, and other associated facilities could result from expansive soil characteristics at the project site.* (Class II)

Impact GEO-5: *Damage to foundations could result from compressible soils known to be present in the eastern portion of the proposed project.* (Class II)

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, residual project-specific impacts would be less than significant, for those impacts identified as potentially significant. Residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse.

8. Hazardous Materials/Risk of Upset

As a result of the revised project, there would be no changes to impacts on hazardous materials/risk of upset described in the Final EIR (ALTERNATIVE 6).

Project-Specific Impacts

The following impacts would still occur:

Impact HAZ-1: *An unregulated, former dairy farm trash dump would be encountered during grading and construction.* (Class II)

Impact HAZ-2: *Grading and construction activities could disturb remediation infrastructure.* (Class II)

Impact HAZ-3: *Proposed construction activity could encounter previously unidentified soil and/or groundwater contamination.* (Class II)

Impact HAZ-4: *Surface water quality could be adversely affected by ordinary use or spills of hazardous materials used during demolition, construction activities, and facility operations.* (Class II)

Impact HAZ-5: *Project operation could result in the release of hazardous materials due to storage and use of these substances.* (Class II)

Impact HAZ-6: *Project construction would potentially result in exposure of buried unexploded ordnance.* (Class II)

Cumulative Impacts

Cumulative hazardous materials/risk of upset impacts would remain the same. (Class II and III)

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, residual project-specific and cumulative impacts would be less than significant.

9. Land Use

As a result of the revised project, there would be no changes to impacts on land use described in the Final EIR (ALTERNATIVE 6).

Project-Specific Impacts

The following impacts would still occur:

Impact LU-1: *Proposed project land uses would be potentially consistent with ALUP guidelines for development within Airport Clear Zone Safety Area 1.* (Class II and Class III)

Impact LU-2: *Proposed project land uses and associated populations would be consistent with ALUP guidelines for development within Airport Approach Zone Safety Area 2.* (Class III)

Impact LU-3: *Proposed exterior night lighting and building surfaces would be potentially inconsistent with ALUP guidelines that require minimizing sunlight reflection and lighting glare at aircraft during initial climb or final approach.* (Class II)

Impact LU-4: *Restoration of the wetland area within Safety Areas 1 and 2 would potentially attract large concentrations of birds that may otherwise affect safe air navigation within the area, and be an incompatible ALUP land use.* (Class II)

Impact LU-5: *The proposed project would be constructed within an area of potential multi-engine accident locations.* (Class III)

Impact LU-6: *The proposed project would result in additional structures and landscaping subject to height restrictions for instrument approaches to Santa Barbara Airport Runway 7/25 conditions.* (Class II)

Impact LU-7: *The proposed project would add to the existing research and development/industrial land use character along the Hollister Avenue corridor, but provide increased passive recreational open space amenities.* (Class III)

Cumulative Impacts

Cumulative land use impacts would remain the same. (Class III)

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

Residual Impacts

Upon implementation of the above mitigation measures, residual project-specific impacts would be less than significant, for those impacts identified as potentially significant. Residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse.

10. Noise

As a result of the revised project, there would be no changes to impacts on noise described in the Final EIR (ALTERNATIVE 6).

Project-Specific Impacts

The following impacts would still occur:

Impact NOISE-1: *Construction activity would impact residential and educational sensitive receptors within 1,600 feet of the project site.* (Class II)

Impact NOISE-2: *Long-term project buildout would result in potentially adverse, but less than significant impacts on sensitive noise receptors resulting from increased traffic along roadways.* (Class III)

Impact NOISE-3: *Industrial park mechanical equipment such as air conditioners, fans, blowers, compressors, and related equipment would generate additional noise.* (Class III)

Impact NOISE-4: *Delivery and trash pick-up trucks would generate additional noise during the early morning hours.* (Class III)

Impact NOISE-5: *Expanded parking lot activity would generate additional intermittent noise.* (Class III)

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, residual project-specific impacts would be less than significant, for those impacts identified as potentially significant. Residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse.

11. Public Facilities

As a result of the revised project, there would be no changes to impacts on public facilities described in the Final EIR (ALTERNATIVE 6).

Project-Specific Impacts

The following impacts would still occur:

Impact PF-1: *Construction of the proposed project would generate a substantial short-term amount of construction materials requiring disposal in solid waste facilities.* (Class II)

Impact PF-2: *The proposed project buildout would contribute a potentially significant amount of solid waste.* (Class I)

Impact PF-3: *The proposed project wastewater demand would contribute to the Goleta West Sanitary District flows to the wastewater treatment plant.* (Class III)

Impact PF-4: *The proposed project would present an increase of commercial/industrial development requiring police protection services.* (Class III)

Cumulative Impacts

Cumulative public facilities impacts would remain the same. (Class II and Class III)

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, 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 residual project-specific impacts would be less than significant, for those impacts

identified as potentially significant. Residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse.

12. Recreation

As a result of the revised project, there would be no changes to impacts on recreation described in the Final EIR (ALTERNATIVE 6).

Project-Specific Impacts

The following impacts would still occur:

Impact REC-1: *Development of the proposed project would not substantially increase the demand on recreational facilities or preclude an existing or proposed recreational use/trail corridor.* (Class III)

Impact REC-2: *The proposed project would provide recreational amenities that would be publicly accessible after normal business hours.* (Beneficial Impact)

Impact REC-3: *Proposed trail development would be provided adjacent to environmentally sensitive habitat.* (Beneficial Impact)

Cumulative Impacts

Cumulative recreation impacts would remain the same. (Beneficial Impact)

Mitigation Measures

The following mitigation measures would still be recommended:

REC-3

Residual Impacts

Upon implementation of the above mitigation measure, residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse.

13. Transportation/Circulation

As a result of the revised project, there would be no changes to impacts on transportation/circulation described in the Final EIR (ALTERNATIVE 6).

Project-Specific Impacts

The following impacts would still occur:

Impact TR-1: *The proposed project would generate additional vehicular trips that would have a potentially significant impact on roadway capacities on Storke Road north of Hollister Avenue.* (Class II)

Impact TR-2: *The proposed project would generate additional vehicular trips that would have a potentially significant impact on roadway capacity on Los Carneros Road south of Hollister Avenue to the City limits.* (Class II)

Impact TR-3: *The proposed project would generate additional vehicular trips that would have a potentially significant impact on roadway capacity on Los Carneros Road south of the City limits to El Colegio Road.* (Class I)

Impact TR-4: *The proposed project would generate additional vehicular trips that would have an adverse but less than significant impact on roadway capacity on El Colegio Road east and west of Los Carneros Road.* (Class III)

Impact TR-5: *The proposed project would generate additional vehicular trips that would have a potentially significant impact at the Los Carneros Road/US 101 SB Ramps intersection during the PM peak hour.* (Class II)

Impact TR-6: *The proposed project would generate additional vehicular trips that would have a potentially significant impact at the Los Carneros Road/Calle Koral intersection during the PM peak hour.* (Class II)

Impact TR-7: *The proposed project would generate additional vehicular trips that would have a potentially significant impact on the Los Carneros Road/El Colegio Road intersection level of service during the PM peak hour.* (Class I)

Impact TR-8: *The proposed project vehicular volumes would generate additional vehicular trips that would have a potentially significant impact at the Hollister Avenue/Coromar Drive-Cabrillo Park Drive intersection during the AM and PM peak hour.* (Class II)

Impact TR-9: *Proposed project vehicular volumes would require installation of a traffic signal and lane improvements at the Los Carneros Road/Cabrillo Park Drive intersection.* (Class II)

Impact TR-10: *The proposed Cabrillo Park Drive would provide adequate capacity for projected traffic volumes accessing proposed structures and adjacent parking lots.* (Class III)

Impact TR-11: *Proposed secondary access provided by two driveways on Hollister Avenue would be adequate to serve proposed increases in vehicular traffic.* (Class III)

Cumulative Impacts

The following impacts would still occur:

Impact TR-12: *The proposed project would generate additional vehicular trips that would have a potentially significant contribution to cumulative impacts on roadway capacity on Storke Road north of Hollister Avenue without the Phelps Road Extension.* (Class II)

Impact TR-13: *The proposed project would generate additional vehicular trips that would have a potentially significant contribution to cumulative impacts on roadway capacity on Los Carneros Road south of Hollister Avenue to the Goleta City limits without the Phelps Road Extension.* (Class II)

Impact TR-14: *The proposed project would generate additional vehicular trips that would have a potentially significant contribution to cumulative impacts on roadway capacity on Los Carneros Road south of Mesa Road without the Phelps Road Extension.* (Class I)

Impact TR-15: *The proposed project would generate additional vehicular trips that would have an adverse, but less than significant contribution to cumulative impacts on roadway capacity on El Colegio Road east and west of Los Carneros Road without the Phelps Road Extension.* (Class III)

Impact TR-16: *The proposed project would generate additional vehicular trips that would have a potentially significant contribution to cumulative impacts at the Hollister Avenue/Coromar Drive-Cabrillo Park Drive intersection during the AM and PM peak hours without the Phelps Road Extension.* (Class II)

Impact TR-17: *The proposed project would generate additional vehicular trips that would have a potentially significant cumulative impact at the Storke Road/Hollister Avenue intersection during the PM peak hour.* (Class II)

Impact TR-18: *The proposed project would generate additional vehicular trips that would have a potentially significant contribution to cumulative impacts at the Los Carneros Road/US 101 SB Ramps intersection level of service during the PM peak hour without the Phelps Road Extension.* (Class II)

Impact TR-19: *The proposed project would generate additional vehicular trips that would have a potentially significant contribution to cumulative impacts at the Los Carneros Road/Calle Koral intersection during the PM peak hour without the Phelps Road Extension.* (Class II)

Impact TR-20: *The proposed project would generate additional vehicular trips that would have a potentially significant contribution to cumulative impacts at the Los Carneros Road/Hollister Avenue intersection during the PM peak hour without the Phelps Road Extension.* (Class II)

Impact TR-21: *The proposed project would generate additional vehicular trips that would have a potentially significant contribution to cumulative impacts at the Los Carneros Road/Cabrillo Park Drive intersection level of service during the PM peak hour without the Phelps Road Extension.* (Class II)

Impact TR-22: *The proposed project would generate additional vehicular trips that would have a potentially significant contribution to cumulative impacts on roadway capacity on Los Carneros Road south of Hollister Avenue within the Goleta City limits with the Phelps Road Extension.* (Class II)

Impact TR-23: *The proposed project would generate additional vehicular trips that would have a potentially significant impact on roadway capacity on Los Carneros Road south of Mesa Road with the Phelps Road Extension.* (Class I)

Impact TR-24: *The proposed project would generate additional vehicular trips that would have an adverse, but less than significant contribution to cumulative impacts on roadway capacity on El Colegio Road east and west of Los Carneros Road with the Phelps Road Extension.* (Class III)

Impact TR-25: *The proposed project would generate additional vehicular trips that would have a potentially significant contribution to cumulative impacts at the Hollister Avenue/Coromar Drive-Cabrillo Park Drive intersection during the AM and PM peak hours with the Phelps Road Extension.* (Class II)

Impact TR-26: *The proposed project would generate additional vehicular trips that would have a potentially significant contribution to cumulative impacts at the Storke Road/Hollister Avenue intersection during the PM peak hour with the Phelps Road Extension.* (Class II)

Impact TR-27: *The proposed project would generate additional vehicular trips that would have a potentially significant contribution to cumulative impacts at the Los Carneros Road/Cabrillo Park Drive intersection level of service during the PM peak hour with the Phelps Road Extension.* (Class II)

Impact TR-28: *The proposed project would generate additional vehicular trips that would have a potentially significant contribution to cumulative impacts on the Los Carneros Road/Mesa Road intersection level of service during the PM peak hour with the Phelps Road Extension.* (Class II)

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, 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 residual project-specific and cumulative impacts would be less than significant, for those impacts identified as potentially significant. Residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse.

14. Water Resources/Flooding

As a result of the revised project, impacts on water resources/flooding would be similar to those described in the Final EIR (ALTERNATIVE 6).

Project-Specific Impacts

The following impacts would still occur:

Impact WS-1: *The proposed project would result in the need for additional water from the Goleta Water District and extension of infrastructure.* (Class III)

Impact WR-1: *The proposed project would result in changes to drainage patterns and an increase in impervious surfaces, due to the construction of parking lots, roads, walkways, and structures.* (Class III)

Impact WR-2: *Pollution from landscape wastewater carried in surface runoff into local drainages would be controlled by the project-specific Stormwater Pollution Prevention Plan (SPPP) during construction and by the proposed project bioswale system during operations, thereby minimizing the degradation of water quality entering the Goleta Slough form this portion of the watershed.* (Class III)

Impact WR-3: *Post-development off-site discharge velocities would be less than existing conditions, due to construction of bioswales and stormwater detention basins.* (Beneficial Impact)

Impact WR-4: *Project development would occur within the 100-year flood plain.* (Class III)

Impact WR-5: *Project development would be potentially subject to inundation from tsunami influences.* (Class III)

Cumulative Impacts

Cumulative water resources/flooding impacts would remain the same. (Class III)

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, residual impacts associated with potentially adverse project-specific and cumulative impacts, would remain adverse.

D. FINDINGS

It is the finding of the Planning and Environmental Services Department that the previous environmental document as herein amended may be used to fulfill the environmental review requirements of the current project. Because the current project meets the conditions for the application of State CEQA Guidelines Section 15164, preparation of a new EIR or ND is not required. CEQA Section 15164 allows an Addendum to be prepared when only minor technical changes or changes that do not create new significant impacts would result. The Cabrillo Business Park EIR (37-SB-EIR) is hereby amended by this 15164 letter for the revised Cabrillo Business Park Project.