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## 2 Project Description

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This section describes the Sywest Industrial Building Project (proposed project), including the project applicant, lead agency, the project site and surrounding land uses, primary project characteristics, project objectives, and discretionary actions needed for approval.

### 2.1 Project Applicant

Sywest Development  
150 Pelican Way  
San Rafael, California 94901  
(415) 448-8397

### 2.2 Lead Agency Contact Person

Brian Hiefield, Associate Planner  
City of Goleta  
130 Cremona Drive, Suite B  
Goleta, California 93117  
(805) 961-7559

### 2.3 Project Location

The 11.77-acre project site is located at 907 South Kellogg Avenue (Assessor's Parcel Number [APN] 071-190-035) in Goleta, California. The proposed project would be developed on approximately 6.75 acres of the northeastern portion of the project site. Existing structures on the site include a drive-in theater with an approximately 3,663 square foot concessions building, freestanding movie screen, three ticket booths, an approximately 200 square foot projector building, pad-mounted transformer, storm drain, agricultural box, and two dewatering wells. The drive-in theater is not currently in operation. Site access is provided from South Kellogg Avenue via a paved access road that runs along the northeastern project site boundary. The remainder of the project site is primarily flat and contains degraded asphalt and a row of trees at the southwest border of the project site. Figure 2-1 shows the project site in a regional context. Figure 2-2 shows the project site boundary, including the 6.75-acre development area and the utility lines and drainage outfall which extend outside of the development area. Figure 2-3 shows the locations of the existing structures on the project site.

The project site is within the Coastal Zone. The entirety of the project site is within a flood hazard zone area (Zone A), as defined by the Federal Emergency Management Agency (FEMA) and within an area subject to future sea level rise (FEMA 2023). The project site is within the inundation zone for the Ranch Del Ciervo dam (DWR 2023). San Jose Creek, located along the eastern project site boundary, is designated as riparian/marsh/vernal pool Environmentally Sensitive Habitat Area (ESHA) in the Conservation Element of the City's General Plan. Land adjacent to the southwestern boundary of the project site is also identified as ESHA.

Figure 2-1 Regional Location



Basemap provided by Esri and its licensors © 2022.

★ Project Location

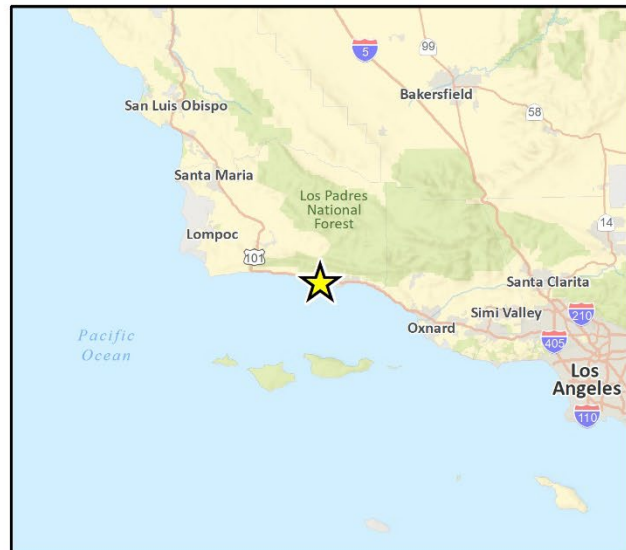


Fig. 1 Regional Location

Figure 2-2 Project Site Location



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Figure 2-3 Existing On-Site Structures



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## 2.4 Surrounding Land Uses

The project site is bordered by San Jose Creek and State Route (SR) 217 to the southeast. Residential properties (a mobile home park) are located beyond SR 217 to the east. Industrial development is located to the north and west of the project site. Single-family residences are also to the north and west of the project site. These residences are mixed in with industrial and commercial uses (e.g., tow yards, auto repair, and recycling businesses). Undeveloped land with existing vegetation consisting of trees and shrubs is located approximately 260 feet northwest of the project site and 30 feet southwest of the project site. Tidal wetland and stormwater infrastructure is located to the south of the project site.

## 2.5 Current Land Use and Zoning

The project site was historically used as a drive-in movie theater. In addition, a public market was previously hosted on Sundays on the project site. Operations of the public market and drive in theater ceased in September 2022.

In accordance with Section 17.01.040(E)(4) of the Goleta Municipal Code (GMC), the applicant and the City of Goleta (City) have entered into a Development Agreement (and approved by the Coastal Commission on April 6, 2022) because the project was deemed complete prior to September 2019. Approval of the Development Agreement was exempt from CEQA based on the statutory common-sense exemption (CEQA Guidelines Section 15061[b][3]) and that there would be no physical change in the environment (CEQA Guidelines Section 15060[c][2]). The Development Agreement permits to continue the use of prior zoning standards until either the date the City obtains a certified Local Coastal Program or December 31, 2023, whichever occurs earlier. Because of the adopted Development Agreement, the project is subject to the requirements of the previous zoning code (Article II, Coastal Zoning Code) rather than the City's current zoning code and using all of the previous regulations and procedures in place prior to the adoption of Title 17. This permits the applicant to measure the height of the building from the finish grade<sup>1</sup> rather than the existing grade prior to the start of development. As part of the Development agreement, the applicant will grant the City an easement on the project site for maintenance access to San Jose Creek. Although the previous zoning code does not include specific development standards related to Streamside Protection Area setbacks, General Plan Conservation Element Policy CE 2-2, *Stream Protection Areas*, which requires a 100-foot setback San Jose Creek, is still applicable to the proposed project. However, Policy CE 2-2 specifies that the City can approve a reduction in the setback (to no less than 25 feet) based on a site-specific assessment if: 1) there is no feasible alternative siting for development that will avoid the SPA upland buffer; and 2) the project's impacts will not have significant adverse effects on streamside vegetation or the biotic quality of the stream.

The project site has a General Plan/Coastal Land Use Plan designation of Service/Industrial and prior to adoption of Title 17 (Zoning Code) in April 2020, the site was zoned Light Industry (M-1) and Service Industrial-Goleta (M-S-GOL) (Article II, Coastal Zoning Code).<sup>2</sup> Specifically, the southern two-thirds of the site is zoned M-1 and the northern third of the site is zoned M-S-GOL.

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<sup>1</sup> The finish grade indicates the final surface elevation of sidewalks, lawns, driveways, or other improved surfaces after completion of construction or grading operations.

<sup>2</sup> While the current zoning on the site is Service Industrial, the project is subject to the requirements of the previous zoning code (Article II, Coastal Zoning Code).

## 2.6 Project Characteristics

The proposed project involves the demolition of an existing freestanding movie screen, concessions stand, projector building, two drive-through ticket booths, one walk-in ticket booth, and an agricultural box. The project also involves the construction of a 70,594 square foot industrial warehouse building with 60,939 square feet of landscaping, 102 parking spaces, and six loading zones. In addition, the proposed project includes a request to reduce the 100-foot Streamside Protection Area buffer at San Jose Creek to 25 feet along the entire project site boundary adjacent to San Jose Creek, as measured from top of bank or the outer limit of wetlands and/or riparian vegetation, (whichever is greater). As stated in Section 2.5 above, Policy CE 2.2, *Streamside Protection Areas*, in the City's General Plan Conservation Element requires a 100-foot buffer from San Jose Creek. However, the City can approve a buffer reduction on a site-specific basis, but not less than 25 feet wide. As part of the project, the applicant will grant the City an easement on the project site for access to San Jose Creek.

### 2.6.1 Proposed Site Plan

Table 2-1 on the following page provides the proposed project characteristics, including the building area, parking area, and landscaping area. Figure 2-4 shows the proposed site plan, and Figure 2-5 and Figure 2-6 show the building floor and roof plan, respectively. Figure 2-7 shows renderings of the proposed building.

### 2.6.2 Industrial Warehouse Building

The industrial warehouse building (building) would be divided into four sections separated by three demising walls<sup>3</sup>. The building would be available for use by up to four tenants. The main entrance to the building would be located on its southeastern side. The building would include 7,198 square feet of office area which would be located inside the main entrance. An electrical room would be located at the northern corner of the building. Two steel doors would be constructed on the southwest and northeast sides of the building, and four steel doors would be located at the northwest side of the building and provide additional access to the building.

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<sup>3</sup> A demising wall is a wall that separates two adjacent tenants or a tenant from one of the building's common areas.

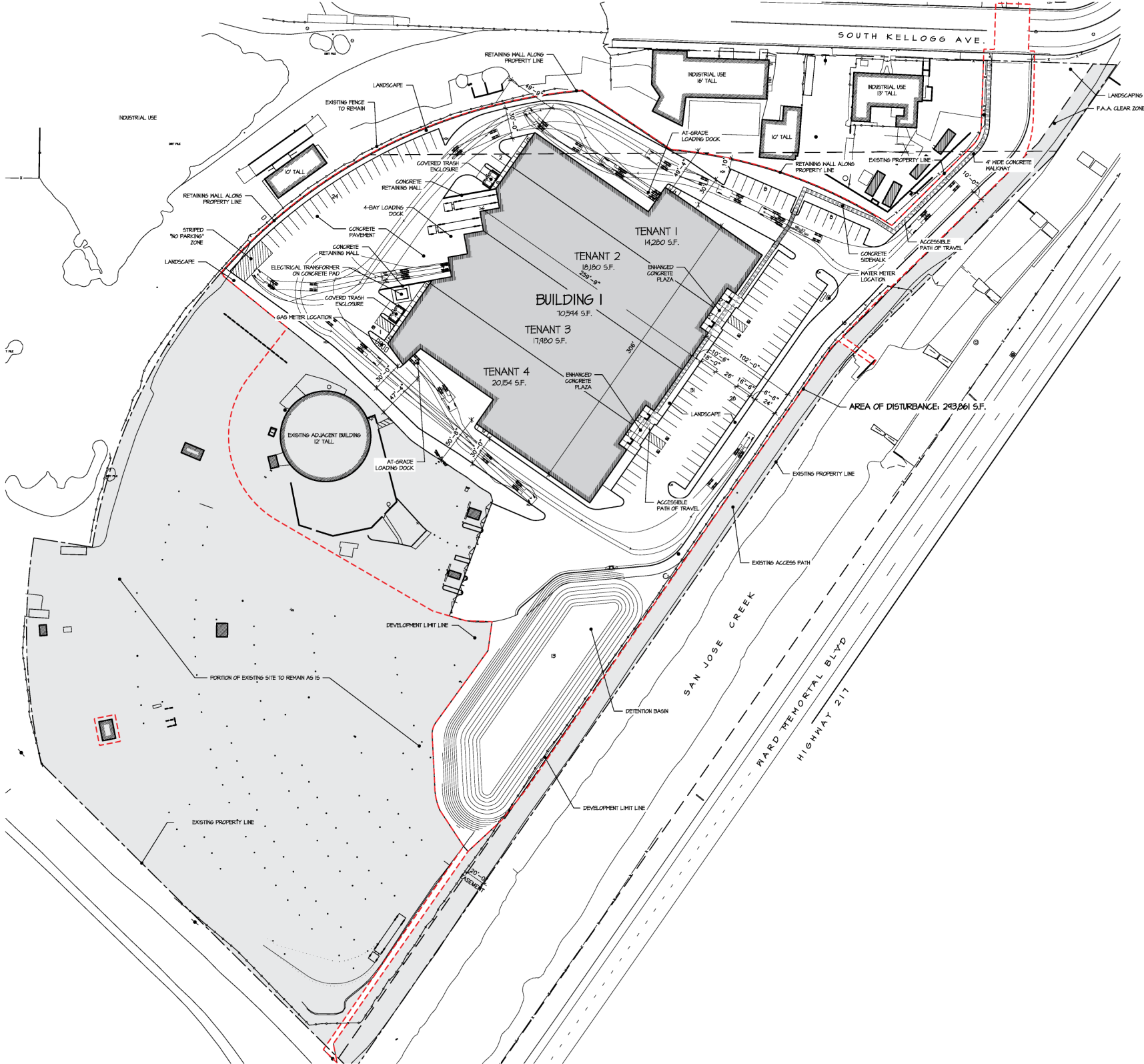


**Table 2-1 Project Characteristics**

<b>General Information</b>	
Address	907 South Kellogg Avenue
APN	071-190-035
Height/Stories	35 feet from finish grade
Lot Area	11.77 acres total 6.75-acre development area
<b>Industrial Warehouse Building</b>	
Tenant Area 1	14,280 sf
Tenant Area 2	18,180 sf
Tenant Area 3	17,980 sf
Tenant Area 4	20,154 sf
<b>Total Building Footprint</b>	<b>70,594 sf</b>
<b>Parking</b>	
Standard	97 spaces
Accessible	5 spaces
<b>Total Spaces</b>	<b>102 spaces</b>
<b>Total Square Feet</b>	<b>113,193 sf</b>
<b>Landscaping</b>	
Landscaping Area	60,339 sf
<b>Total Landscaping Area</b>	<b>60,939 sf</b>
<b>Sidewalks</b>	
Sidewalk Area	4,910 sf
<b>Total Sidewalk Area</b>	<b>4,910 sf</b>
<b>Loading Zones</b>	
Loading Zones Provided	6 zones
<b>Total Loading Zones</b>	<b>6 zones</b>
sf = square feet	

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Figure 2-4 Project Site Plan



Rasmussen & Associates, 2/17/2023

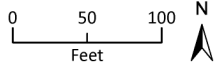


Figure 2-5 Building Floor Plan

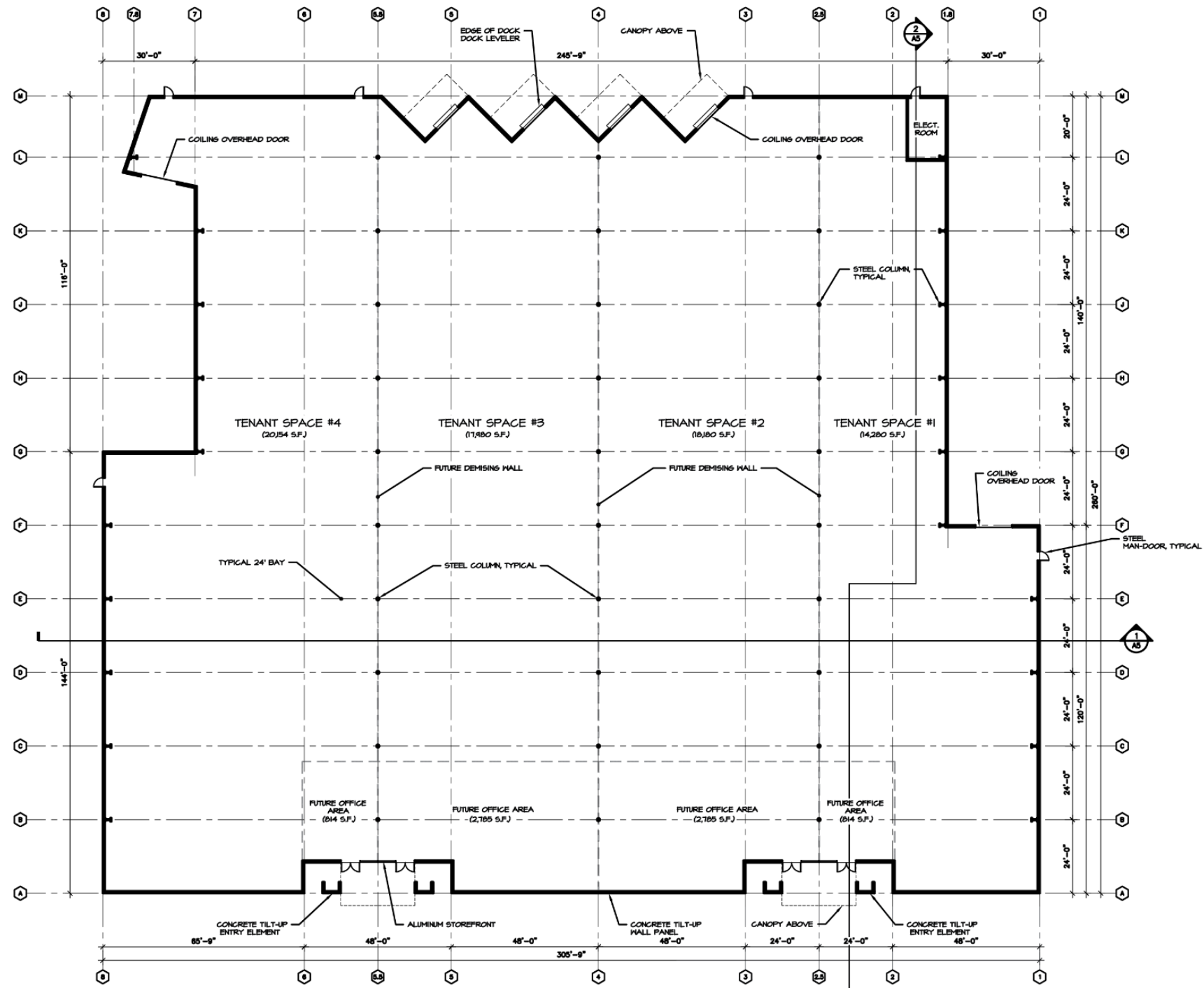


Figure 2-6 Building Roof Plan

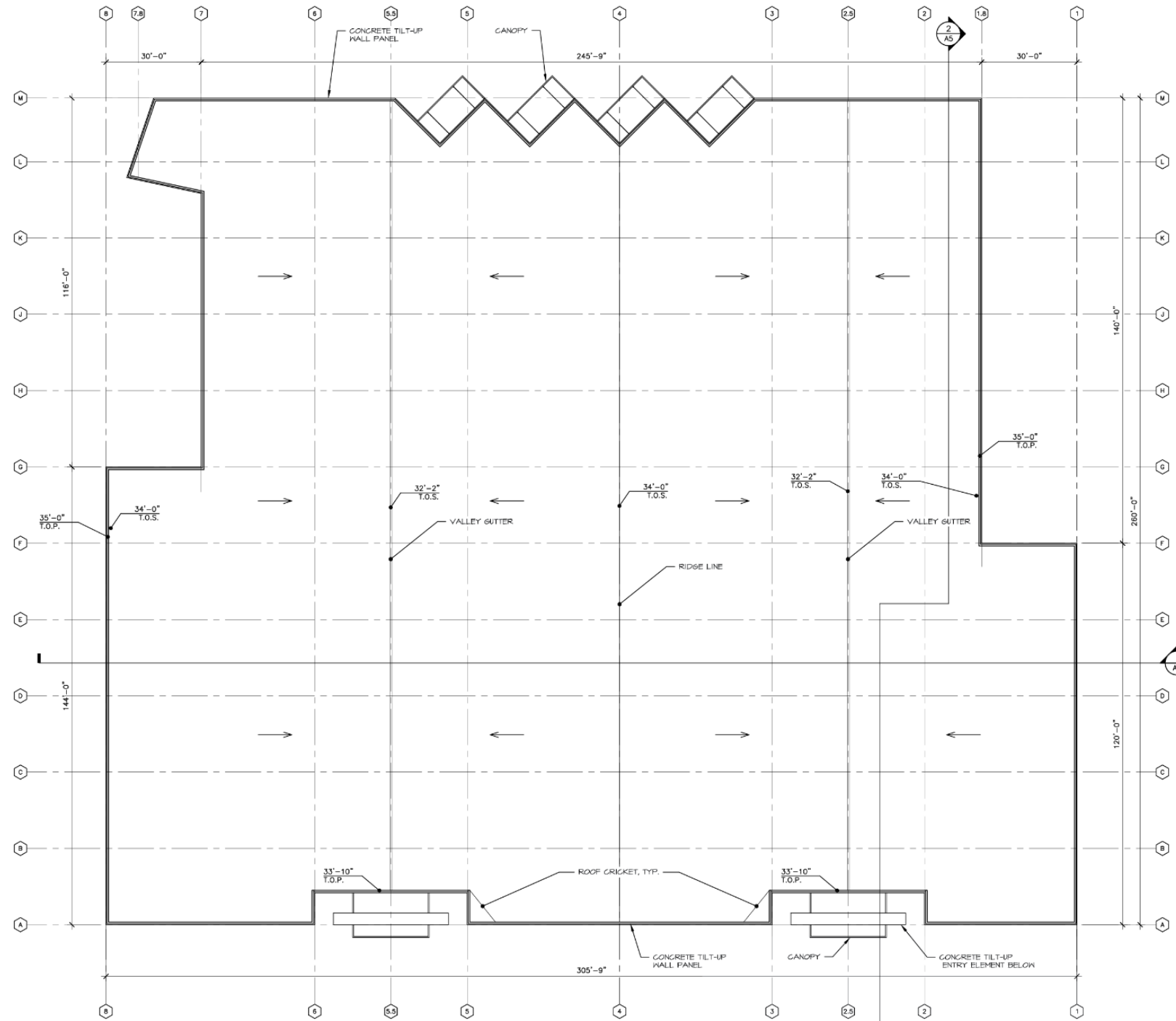


Figure 2-7 Renderings of the Proposed Building



PERSPECTIVE - SOUTHWEST



PERSPECTIVE - NORTHWEST

### 2.6.3 Site Access and Parking

Access to and from the project site would be provided from South Kellogg Avenue via an existing access road that runs along the northeast project boundary. This existing access road would be resurfaced. The east curb of the driveway connecting the existing access road to South Kellogg Avenue would be widened in order to provide adequate maneuvering area for delivery trucks to enter and exit the project site. In addition, a slope at the southern portion of the project site would be graded to match adjacent grade and install improvements to the driveway connecting to South Kellogg Avenue designed to allow access to the undeveloped portion of the site.

The proposed project would include a surface parking lot to the southeast of the proposed building. The parking lot would include 97 standard uncovered and 5 accessible uncovered parking spaces. Six passenger vehicle spaces and three truck parking spaces would be equipped with Electric Vehicle (EV) chargers, and 19 additional passenger vehicle spaces would be EV capable<sup>4</sup>. In addition, the proposed project would include 10 bicycle parking spaces. Pedestrian access to and from the project site would be provided via a sidewalk which would start at South Kellogg Avenue and extend to the proposed parking lot.

No specific tenants have been identified by the applicant for this building. Proposed operations would involve the use of trucks, anticipated to consist primarily of 6-foot tractor trailers, to bring materials to and from the site based on the anticipated industrial uses allowed by the zoning. Pursuant to the requirements of Title 13, Section 2485, of the California Code of Regulations, truck idling would be limited to 5 minutes or less. Typical uses include indoor warehousing and storage, wholesaling and distribution, construction and material storage, or similar purposes allowed within Light Industry (M-1) and Service Industrial-Goleta (M-S-GOL) zones. Two loading docks would be located on the southwest and northeast sides of the building. Four loading docks would be located at the northwest side of the building. All loading docks would be accessed via a coiling overhead door.

### 2.6.4 Utility Connections

Table 2-2 summarizes the utility service providers for the proposed project. The following discussion summarizes the utility infrastructure the proposed project would install. The locations of the proposed utility infrastructure is shown in Figure 2-8.

**Table 2-2 Utility Service Providers**

Utility	Service Provider
Water Service	Goleta Water District
Sewer	Goleta Sanitary District
Natural Gas	Southern California Edison Company
Electricity	Southern California Gas Company
Cable	Cox Communications
Telecommunications	Verizon, Qwest, AT&T, Level 3
Solid Waste	Marborg Industries

<sup>4</sup> EV capable refers to a vehicle space with electrical panel space and load capacity to support electrical infrastructure for EV charging.

## **Water**

Water would be provided by the Goleta Water District. The proposed project would include a new 8-inch underground water pipeline that would connect to an existing subsurface 10-inch water line located underneath the sidewalk adjacent to South Kellogg Avenue. The 8-inch subsurface water line would follow the existing driveway and traverse underneath the parking area and around the perimeter of the proposed building. Six fire hydrants would be constructed along the water line. A six-inch fire water line originating at the eastern corner of the building would extend west and connect to the 8-inch underground water pipeline at a point of connection adjacent to the western edge of the parking lot and connect to a proposed fire department connection located adjacent to the proposed concrete sidewalk.

A temporary halt on new water services is in effect by the Goleta Water District; however, the project site has been allocated water to serve the proposed project based on historical water credits from prior on-site use, as determined by the Goleta Water District. Therefore, the temporary halt on new water services does not apply to the proposed project. The amount of on-site historical water usage along with the allowable zoning uses has established the maximum square footage of industrial development allowed on the site currently.

## **Sewer**

Sewer services would be provided by the Goleta Sanitary District. The proposed project would include a new 8-inch underground sewer line that would connect to the existing 30-inch sewer line located underneath South Kellogg Avenue. The proposed sewer line would follow the existing driveway and traverse on the exterior of the parking lot, extending adjacent to the southwest and northeast portions of the buildings.

### **2.6.5 Stormwater and Drainage**

Under existing conditions, the project site has topography similar to a bowl, with drainage flows directed to an existing stormwater pump which discharges through the San Jose Creek Channel levee into the San Jose Creek. The project site is underlain by low permeability soils and a high groundwater elevation which makes stormwater infiltration infeasible at the project site. The proposed project would include addition of fill within the development area to direct drainage flows by gravity to the San Jose Creek channel. The proposed project would be required to incorporate best management practices (BMPs) to reduce stormwater runoff from the project site, consistent with the County of Santa Barbara's *Stormwater Technical Guide for Low Impact Development*, which the City adopted in March 2014 (County of Santa Barbara 2014). The proposed project would include installation of stormwater BMPs and drainage infrastructure consistent with the preliminary Stormwater Control Plan prepared for the proposed project in June 2022.

Stormwater runoff from approximately 208,454 square feet of the project site consisting of the paved and landscaped areas of the parking lot and southern portion of the development area would be directed to a proposed 8,321 square foot drainage basin which would be constructed at the southern border of the development area. The proposed drainage basin would function as both a filtration and detention basin. The basin outlet is elevated above the basin bottom to allow treatment of stormwater up to the 85th percentile storm water elevation<sup>5</sup>. All stormwater within

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<sup>5</sup> The 85th percentile storm water elevation for a particular location is the amount of rainfall equal to or greater than produced by 85 percent of storms that have occurred in an area over a specified duration, based upon long-term historical records of local storm events.



Figure 2-8 Utility Locations



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the basin below the basin outlet would be treated via a two-foot-deep layer of filter media and a 1.5-foot-deep layer of gravel located underneath the basin bottom. The basin has been designed to detain stormwater of a 25-year flood event. Excess stormwater would be discharged via an overflow weir constructed a minimum of one foot above the 100-year storm water surface elevation to an existing dewatering well with sump pump located southwest of the proposed drainage basin. The proposed drainage basin has been sized to reduce the post-project peak runoff to less than the pre-project peak runoff for the 100-year flood event. A new 18-inch outlet would be constructed in the existing San Jose Creek concrete channel wall in order to discharge overflow into the San Jose Creek.

Approximately 12,240 square feet of the northeastern portion of the project site drains to an existing storm drain outlet which transports runoff to the San Jose Creek. Runoff in this drainage area would be directed to a 3,427 square foot vegetated drainage swale located along the eastern side of the entry driveway prior to discharge to the existing storm drain outlet located approximately 115 feet south of the intersection of South Kellogg Avenue and the entry driveway (Figure 2-8). The proposed project would also install a catch basin inlet filter at the existing storm drain outlet to treat stormwater.

The proposed project would retain one of the two existing dewatering wells with sump pumps located on the project site. The dewatering well on the northeast portion of the project site would be removed and the dewatering well on the southwest portion of the project site adjacent to the to the proposed drainage basin would be retained. Asphalt-covered areas of the project site would be constructed of permeable asphalt.

The proposed project would implement additional BMPs including, but not limited to, use of plants tolerant of saturated soil conditions and avoidance of roofing or gutters made of copper or other unprotected materials that may leach into runoff.

Stormwater from the portion of the project site which would not be developed would remain untreated.

### 2.6.6 Landscaping

Figure 2-9 shows the Preliminary Landscape Plan for the proposed project, which depicts a preliminary plant palette and landscaping layout for the project site. Existing vegetation within the development area, including the ice plant along the southwestern project boundary, laurel sumac shrubs behind the movie screen, and palm trees next to the concession stand, will be removed. The proposed landscaping would be comprised of native and climate appropriate plants including trees and palms, shrubs, grasses, groundcovers, vines, and espaliers. Plant species in the preliminary plant palette include, but are not limited to, California sycamore, island oak, saltbush, coast sunflower, and elderberry. Landscape treatments would be provided in the proposed stormwater drainage basin, along the parking lot, along the driveway connecting to South Kellogg Avenue, and at the exterior of the proposed building.

### 2.6.7 Exterior Lighting

Proposed lighting at the project site would consist of a combination of exterior building-mounted wall packs and pole mounted fixtures in the proposed parking lot. All lighting would use light emitting diode (LED) fixtures and would include semi- and fully cut-off light fixtures. Lighting for the project site would be designed in accordance with the City and Federal Air Administration standards. Lighting design would be designed to minimize disruptions to wildlife movement. A

photometric plan would be prepared for the project to ensure that light does not spill onto adjacent properties. All lighting would be designed to confirm with Section 35-139 of the City zoning code.

## 2.6.8 Facilities Operations

The industrial warehouse building would be leased to a single or multiple tenants and would provide space for a variety of conforming uses allowed in accordance with the project site zoning, including indoor warehousing and storage, wholesaling and distribution, and construction and material storage. The industrial warehouse building would operate Monday to Saturday from 7:00am to 6:00pm. An estimated 50 to 75 employees would occupy the project site daily. As mentioned above, no specific tenant(s) have been identified to occupy this building at this time.

## 2.7 Construction and Grading

Construction of the proposed project is anticipated to begin in July 2025 and end in September 2026. Construction activities would include site preparation, grading, building construction, paving, architectural coating, and landscaping phases. Construction would occur Monday to Friday from 8:00 am to 5:00 pm. Construction staging would occur onsite, and construction personnel would park onsite. Construction debris would be hauled via United States Route 101 (U.S. 101) to the Tajiguas landfill, located at 14470 Calle Real in Goleta.

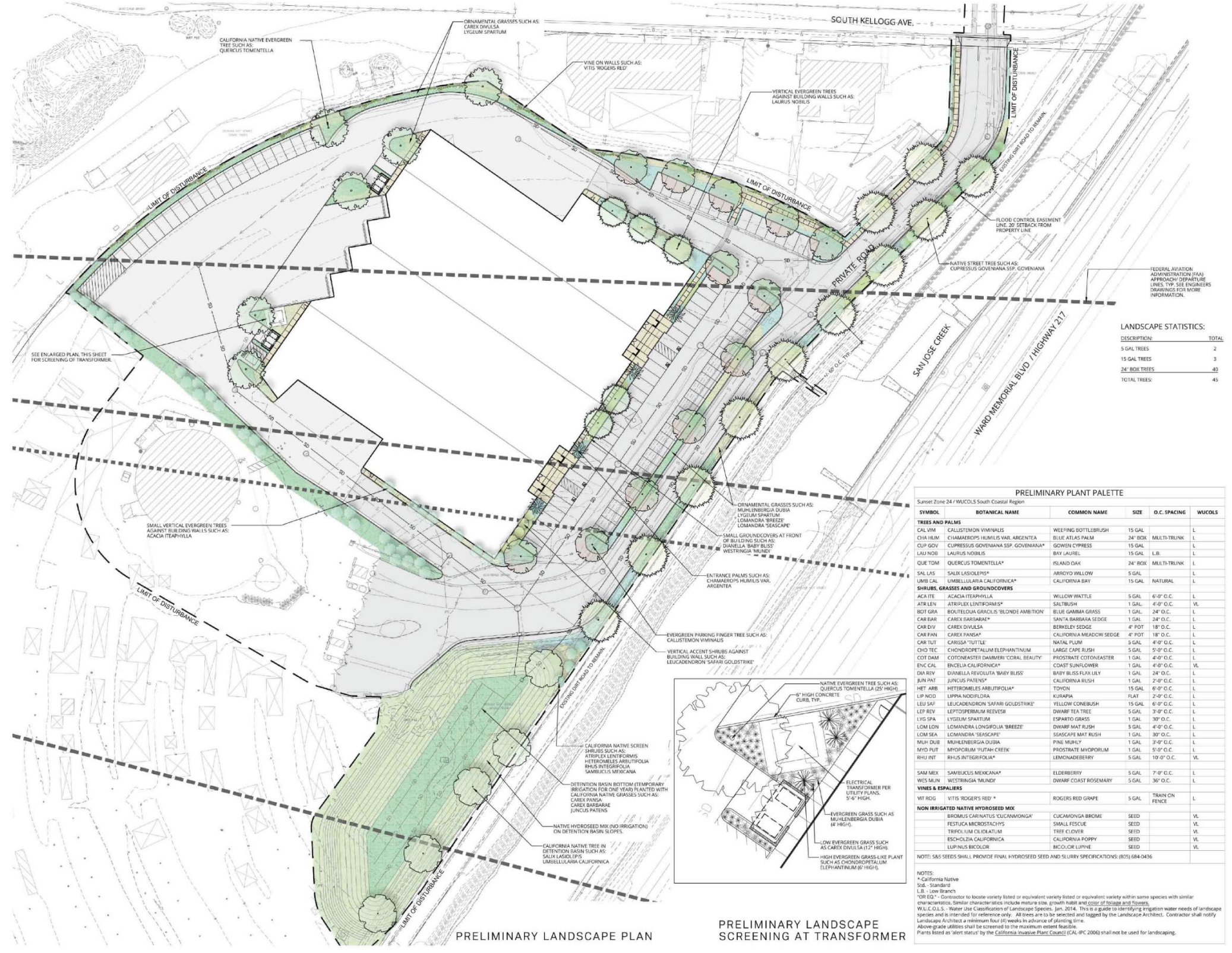
Development of the proposed project would require approximately 600 cubic yards (CY) of soil cut and approximately 38,000 CY of soil fill. Between 4 to 6 feet of fill would be used to elevate the proposed building above the 100-year floodplain elevation. In order to elevate the building on fill, the project would require 37,400 CY feet of soil to be imported to the site. Based on the recommendations of the *Revised Geotechnical Engineering Report Update* (Earth Systems Pacific 2023) prepared for the project, over excavation of approximately 11,400 CY of existing soils would be required below and within 5 feet of the proposed building footprint. It is the intent to recompact and reuse the excavated soil on-site prior to placing the imported fill. However, as discussed in Section 4.8, *Hazards and Hazardous Materials*, the onsite soils will be tested for hazardous materials prior to excavation. If it is determined that the excavated soils cannot be reused on site, they would be disposed of at a Class I landfill. The nearest Class I landfill to Goleta is the Kettleman Hills landfill in Kettleman City in Kern County. Soil hauled to or from the site would be transported using 18 CY dump trucks with 16 CY transfer trailers. Approximately 1,100 dump trucks would be required to import the 37,400 CY of soil to the site. Approximately 335 dump trucks would be required to export the 11,400 CY of soil from the site.

## 2.8 Project Objectives

The primary objectives for the proposed project are as follows:

- To develop the site with a use that is consistent with the General Plan/Coastal Land Use Plan designation of Service/Industrial and zoning designation of Light Industry (M-1) and Service Industrial-Goleta (M-S-GOL).
- To provide infrastructure to conduct activities consistent with the project site's zoning, such as processing, packaging, and storage.
- To provide increased employment opportunities in the industrial sector.
- To generate additional property tax revenue for the City through construction of new buildings.

Figure 2-9 Landscaping Plan



Source: CIM-LA, 2/17/2023.

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## 2.9 Required Approvals

The proposed project requires City approval of the following:

- **Development Plan (17-121-DP).** Because the City does not have an adopted Local Coastal Program, the Development Plan must be reviewed and approved by the California Coastal Commission (CCC) following City review and action on the project. The City would evaluate and determine the Project's consistency with City policies and regulations. The proposed project would be required to obtain a Coastal Development Permit from the CCC. The CCC would evaluate the Project's consistency with State of California Coastal policies and regulations. Following discretionary approval from the CCC, the City has authority to effectuate the Coastal Development Permit and the Development Plan through issuance of a Land Use Permit (ministerial level).
- **Major Conditional Use Permit.** Grading and grubbing within 100 feet of the San Jose Creek ESHA requires a Major Conditional Use Permit.
- **Streamside Protection Area Reduction.** The City would have discretionary approval to determine if the requested Streamside Protection buffer reduction is warranted based on the criteria outlined in General Plan Policy CE 2.2. The California Coastal Commission would evaluate the reduction request against Coastal policies.
- **Demolition Permit.** The City would have ministerial approval over the issuance of a permit for the demolition of the existing freestanding movie screen, concessions stand, projector building, two drive-through ticket booths, one walk-in ticket booth, and an agricultural box on the project site.
- **Building Permit.** The City would have ministerial approval over the issuance of a permit for the construction of the proposed warehouse industrial building.
- **Floodplain Manager Approval.** Prior to issuance of a development permit, the project would be required to obtain approval from the City Floodplain Manager for development within the 100-year floodplain. In addition, the application for the Conditional Letter of Map Revision and Letter of Map Revision from the Federal Emergency Management Agency would be processed through the City Floodplain Manager.
- **Certificate of Acceptance.** Within 30 days of issuance of the City's discretionary permits, the property owner shall grant to the City and the City shall accept an easement for access to San Jose Creek as required by the development agreement.
- **General Plan Conformity Determination.** As required by Government Code section 65402, the City's planning commission must review and issue a report on the conformity of the aforementioned easement with the City's General Plan.

Other public agencies whose approval may be required include the following:

- **California Coastal Commission.** Approval of a Coastal Development Permit
- **California Department of Fish and Wildlife.** Prior to construction, the California Department of Fish and Wildlife permits may be required to be obtained for the construction of the proposed drainage outfall within San Jose Creek. The Applicant may at a minimum be required to obtain a Lake and Streambed Alteration Agreement for construction of the proposed drainage outfall.
- **Central Coast Regional Water Quality Control Board.** Prior to construction, the Central Coast Regional Water Quality Control Board would require the proposed project to obtain a Water

Quality Certification in accordance with Section 401 of the Clean Water Act for discharge to San Jose Creek.

- **Federal Emergency Management Agency.** Prior to construction, FEMA would issue a Conditional Letter of Map Revision which states whether the proposed project would meet minimum National Flood Insurance Program standards. Upon completion of construction, FEMA would issue a Letter of Map Revision to revise the Flood Insurance Rate Map to reflect floodplain changes on the project site from the proposed project.
- **National Marine Fisheries Service.** Prior to construction of the proposed drainage outfall, the National Marine Fisheries Service would require the applicant to undergo federal Endangered Species Act Section 7 consultation for the potential presence of steelhead trout.
- **Santa Barbara County Flood Control District.** Prior to construction of the proposed drainage outfall, the Santa Barbara County Flood Control District would require the proposed project to obtain an encroachment permit for construction of the proposed drainage outfall.
- **Santa Barbara County Fire District.** The Santa Barbara County Fire district would provide site plan review and building safety inspection in accordance with Santa Barbara County Fire District standards.
- **United States Army Corps of Engineers.** Prior to construction, the United States Army Corps of Engineers may require the proposed project to obtain a permit in accordance with Section 404 of the Clean Water Act for construction of the proposed drainage outfall.
- **United States Fish and Wildlife Service.** Prior to construction of the proposed drainage outfall, the United States Fish and Wildlife Service would require the applicant to undergo federal Endangered Species Act Section 7 consultation for the potential presence of tidewater goby.
- **Goleta Sanitary District.** Prior to construction, the Goleta Sanitation District would require the project to obtain a Sewer Connection Permit.
- **Goleta Water District.** Prior to construction, the Goleta Sanitation District would require the project to obtain a Can and Will Serve Letter.