CITY OF GOLETA

Agenda Item B.1
PUBLIC HEARING
Meeting Date: May 11, 2009

TO: Planning Commission Chair and Members

FROM: Steve Chase, Director of Planning and Environmental Services

CONTACT: Patricia S. Miller, Manager, Current Planning Division
Laura Vlk, Associate Planner

SUBJECT: 07-103-DP: Renco Encoders Additions Project; 26 Coromar Drive; APN 073-150-013

RECOMMENDATION:

The Planning Commission's action should include the following:

1. Adopt Planning Commission Resolution 09-__, entitled "A Resolution of the City Council of the City of Goleta, California Adopting the Final Mitigated Negative Declaration (09-MND-001) and Adopting CEQA Findings and a Mitigation Monitoring and Reporting Program for the Renco Encoders Additions Project; Case No. 07-103- DP; 26 Coromar Drive; APN 073-150-013". (Attachment 1)

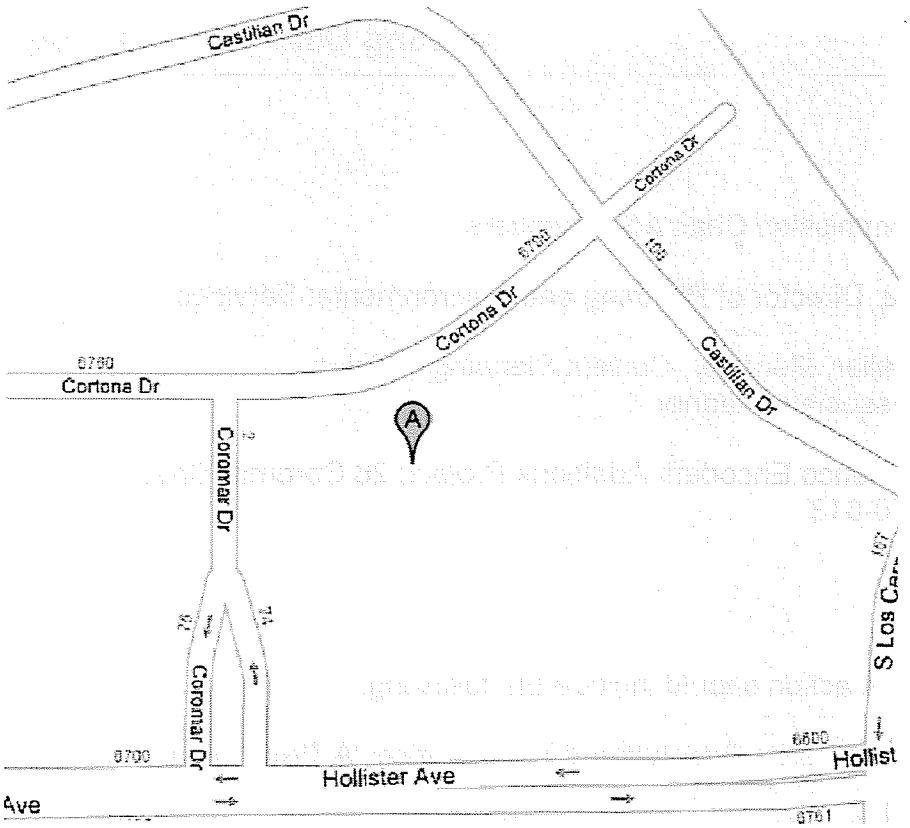
2. Adopt Planning Commission Resolution 09-___, entitled "A Resolution of the Planning Commission of the City of Goleta, California, Approving a Development Plan for the Renco Encoders Additions Project; Case No. 07-103-DP; 26 Coromar Drive; APN 073-150-013." (Attachment 2) This action includes the GGMO award of four (4) points.

Refer back to staff for appropriate findings if the Planning Commission takes other than the recommended action.

APPLICANT
Tim Rose, Controller
Robert M. Setbacken, President
Renco Encoders, Inc.
26 Coromar Drive
Goleta, CA 93117

AGENT
David L. Burke
Burke Design
4141 State Street
Suite C 41
Santa Barbara, CA 93110

LOCATION



REQUEST

A hearing on the request of David L. Burke of Burke Design, agent for the property owner, Renco Encoders, Inc., for approval of a Development Plan Revision for additions on site to be constructed in three phases. Phase I, a 1,000-square foot hazardous materials building, was previously constructed under case number 06-093-SCD & 06-093-LUP.

Phase II consists of a new 8,800-square foot clean room addition to the main manufacturing building (36,520-square feet), two 400-square foot outbuildings, and the demolition of 1,760-square feet of the covered storage area. A landscape plan is also a part of this proposal, and all materials used for this phase are to match the existing commercial property

Phase III proposes a 10,400-square foot office addition to the existing manufacturing building. This phase also includes its own landscape plan, and all materials used for this phase are to match the existing property

The project site is within the I-BP Business Park land use designation and the M-RP Industrial Research Park zone district. The project includes one modification request, which is an encroachment into the second front yard setback (from the northern property line – Cortona Drive).

The Development Plan proposal for approval is pursuant to Chapter 35, Article III, §35-317; and adoption of the Mitigated Negative Declaration (09-MND-001), pursuant to the Guidelines for the Implementation of the California Environmental Quality Act (CEQA).

Application Filed:	May 14, 2007
Application Complete:	October 12, 2007
Processing Deadline:	180 days from adoption of the Mitigated Negative Declaration

JURISDICTION

The Development Plan is being considered by the Planning Commission under the provisions of the City of Goleta Municipal Code, Chapter 35, Article III Section 35-317.2.4.

PROJECT DESCRIPTION

The applicant requests approval of a Final Development Plan (FDP) for an as-built permit for the existing development on site (approved prior to the requirement of FDP's), and a clean room and office addition located at 26 Coromar Drive. The parcel has a General Plan land use designation of Business Park (I-BP) and a zoning designation of Industrial Research Park (M-RP). Specific elements of the overall project include the following:

Final Development Plan (07-103-FDP)
The proposed project includes an as-built permit for the existing, approved development on site which includes a 33,600-square foot manufacturing building, a 360-square foot compressor room, a 400-square foot storage garage, a 1,000-square foot hazardous materials building, and a 2,160-square foot covered storage area. The remainder of the project will be planned in two phases, a clean room addition being Phase II and the office addition being Phase III. Phase I consisted of the approval of the 1,000-square foot hazardous materials building, which was approved and constructed under City case number 06-093-SCD; LUP.

Phase II consists of a new 8,800-square foot clean room addition attached to the eastern side of the main manufacturing building, two 400-square foot storage outbuildings on the north side of the building (the most westerly outbuilding will be 18' x 22'4" and the other is proposed to be 18' x 20'), and the demolition of 1,760-square feet of the covered storage area. The maximum height of the new, cleanroom addition would be 25'8" measured from finished grade to the top of the walls of the addition, which also serve as a 1'6" parapet wall (measured from the maximum height of the proposed structure – the roof ridge). The outbuildings will have a maximum height of 12'8", from finished grade to the top of the roof.

The proposed Phase II structure would be primarily located on existing pavement and unused vacant land on the east side of the existing building. Site drainage is proposed to remain as sheet flow into existing on site storm drains. Access to the site would be from three (3) existing driveways; one is a right turn only drive off of Cortona Drive near the northwest corner of the site, another is a two-way access from Cortona Drive near

the northeastern corner of the site, and the last is a two-way access from Coromar Drive near the southwestern corner of the site.

Phase II conforms with all applicable setbacks with the exception of the second front-yard setback, which is required to be 80' from the centerline of Cortona Drive and 50' from the right-of-way line of Cortona Drive. The existing parking lot on the northern side of the building encroaches into the second, front-yard setback by approximately 62' and 35' respectively. As a part of the FDP application, the applicant is requesting a modification for this existing setback encroachment.

A total of 98 parking spaces (typical size is 17' x 9') and three (3) truck loading spaces (30' x 10') would be provided on site. Seven (7) bicycle parking spaces would be located at the patio slab area at the east side of the cleanroom building. Pedestrian access would be provided by an existing sidewalk along the Coromar Drive frontage and a new sidewalk along the Cortona Drive frontage will be provided by the applicant as a part of this project.

Of the 155,580-square foot site area, Phase II structural development (inclusive of existing development on site, and Phase II development) would occupy a footprint of 45,360-square feet (29.15% of the site), paved areas would occupy 61,796-square feet (39.7% of the site) and landscaping would cover the remaining 49,424-square feet (31.8%) of the site.

Phase III includes a 10,400-square foot, two-story office addition attached to the east of the existing manufacturing building and to the south of the Phase II proposed cleanroom.

The maximum height of the new, office addition would be 31'4" measured from finished grade to the top of the walls of the addition, which also serve as a 1'3" parapet wall (measured from the maximum height of the proposed structure – the roof ridge). Vehicular and pedestrian access, bicycle parking facilities, and setback modification issues would be identical to that proposed in Phase II. A total of 110 parking spaces (typical size is 17' x 9') and three (3) truck loading spaces (30' x 10') would be provided on site.

Of the 155,580-square foot site area, Phase III structural development (inclusive of existing development on site and Phases II and III development) would occupy a footprint of 50,160-square feet (32.2% of the site), paved areas would occupy 53,611-square feet (34.56% of the site) and landscaping would cover the remaining 52,409-square feet (33.7%) of the site.

BACKGROUND

The property has a General Plan Business Park land use designation and is zoned M-RP (Industrial – Research Park). The property exists in its current condition through a series of planning permits that recognize an existing 33,600-square foot research and development building, a 360-square foot compressor room, an 400-square foot storage

garage, an 2,160 covered storage area, the 1,000-square foot hazardous materials storage building approved in 2006 and known as Phase I of this project.

PROJECT INFORMATION

Site Information	
General Plan Land Use Designation	Business Park (I-BP)
Zoning Designation	Industrial Research Park (M-RP)
Site Size	155,580-square feet (3.572 acres)
Present Use and Development	Research and Manufacturing; a 33,600-square foot manufacturing building, a 360-square foot compressor room, a 400-square foot storage garage, a 1,000-square foot hazardous materials building, and a 2,160-square foot covered storage area.
Surrounding Uses/Zoning	North: Cortona Drive; manufacturing/industrial uses South: Manufacturing/industrial use East: Vacant field Northeast Manufacturing/industrial uses West: Coromar Drive, manufacturing/industrial uses
Access	Existing: Three (3) existing driveways; one is a right turn only drive off of Cortona Drive near the northwest corner of the site, another is a two-way access from Cortona Drive near the northeastern corner of the site, and the last is a two-way access from Coromar Drive near the southwestern corner of the site. Proposed: Three (3) existing driveways; one is a right turn only drive off of Cortona Drive near the northwest corner of the site, another is a two-way access from Cortona Drive near the northeastern corner of the site, and the last is a two-way access from Coromar Drive near the southwestern corner of the site.
Utilities & Public Services	Water Supply: Goleta Water District Sewage: Goleta West Sanitary District Power: Southern California Edison Fire: Santa Barbara County Fire Department

ANALYSIS

Environmental Analysis

A Draft Mitigated Negative Declaration (MND) was prepared for the project and released for a 30-day review period in February 2009. The Proposed Final MND is provided as Attachment 3 to this staff report, and all applicable mitigation measures have been incorporated into recommended conditions of approval set forth in Attachment 1, Exhibit 2.

The following potentially significant impacts are identified:

Aesthetics: The proposed project includes a 23,376 SF addition that could impact views towards the Santa Ynez Mountains and could affect the visual quality and character of the existing neighborhood. The MND identifies mitigation measures that address the project landscaping and landscaping maintenance, lighting, utilities, trash enclosure area, mechanical equipment, and Design Review Board review and approval of project plans prior to LUPs. With implementation of these mitigation measures, residual project specific and project contributions to cumulative Aesthetic impacts would be considered less than significant.

Air Quality: The proposed project would result in both short-term and long-term mobile and stationary air quality emissions. With incorporation of mitigation measures, including implementation of APCD dust mitigation and construction equipment control measures, compliance with all other APCD rules and regulations, limited idling of diesel trucks, and recommended use of energy conserving techniques and materials in the project construction, Air Quality impacts would be reduced to less than significant levels. With implementation of the above mitigation measures, residual project specific as well as project contributions to cumulative Air Quality impacts involving ROGs, NO_x and PM_{10} would be considered less than significant. Project contributions to GHG emissions would be reduced through implementation of the recommended mitigation measures noted above.

Biological Resources: No special-status wildlife or plant species were observed during a field reconnaissance survey, nor were any documented records found of sensitive species at or adjacent to the project area (Biological Assessment, 26 Coromar Drive, Watershed Environmental, July 11, 2006). However, the project proposes an increase in impervious surface area in both Phase II and Phase III mostly for employee parking. Runoff from large parking areas is often contaminated with a mix of petroleum products and other pollutants resulting from vehicular use. In addition, tailwater from landscape irrigation is often contaminated with fertilizers, pesticides, fungicides, and herbicides resulting from improper application methods and/or over-application. As such, Best Management Practices/erosion control, identification of appropriate wash off areas during the construction period on the project plans, and stormwater system maintenance program have been included as mitigation measures. With implementation of these mitigation measures, residual project specific and cumulative impacts on Biological Resources would be considered less than significant.

Cultural Resources: a Phase 1 archaeological survey of the site was conducted by MacFarlane Archaeological Consultants in 2004, when the property was the subject of a previous development application. The study did not reveal any cultural resources, and concluded that it is highly unlikely that any intact prehistoric or historical archaeological deposits exist on site. In the event that currently unknown sensitive archaeological resources are encountered during project development, mitigation is identified to require evaluation of the resource and appropriate measures to protect and/or mitigate impacts to the resource. With implementation of the above mitigation measure, the project's residual impacts on Cultural Resources would be less than significant.

Geology and Soils: The property includes soil and geologic conditions that could become unstable. Additionally, grading and excavation would result in erosion and

sediment loss from stockpiled soils and graded areas. The MND identifies a mitigation measures to address constrained soils on the project site and potential for drainage impacts, which is compliance with the Geotechnical Study prepared by Pacific Materials Laboratory of Santa Barbara, Inc. dated August 31, 2000. With implementation of the mitigation measure, residual project specific and cumulative impacts on Geology and Soils would be considered less than significant.

Hazards and Hazardous Materials: Soils and groundwater on site are contaminated with residual Volatile Organic Compounds (VOCs). As a result, the Regional Water Quality Control Board has approved a Remedial Action Plan for the site and the SBCFD Hazardous Materials Division has approved a Soil Management Plan for the site. Also, the proposed project would involve the routine transport, use, and disposal of hazardous materials. Both the soil and groundwater contamination and the use of hazardous materials on site pose a potentially significant public health risk and/or environmental impact. Mitigation identified to reduce hazards and hazardous material impacts includes compliance with SBCFD Soil Management Plan and other SBCFD requirements including, but not limited to, the installation of a chemical vapor barrier beneath the proposed additions, compliance with the RWQCB Remedial Action Plan, and the Health and Safety Plan for Soil Excavation Activities. Upon implementation of these mitigation measures, residual project specific and cumulative Hazards and Hazardous Materials impacts would be less than significant.

Hydrology and Water Quality: The proposed project would result in potentially significant impacts associated with soil dewatering, grading/erosion, an increase in impervious surfaces and associated stormwater runoff. Mitigation measures include the submittal of a drainage and hydrology study for review and approval by the City that identifies how the site drainage meets the City's Storm Water Management Plan and retention and/or detention of stormwater on site to the maximum extent feasible, submittal of engineered details on stormwater filtration elements, limit excavation and grading to the dry season, and obtain proof of exemption or proof that a National Pollutant Discharge Elimination System Storm Water Permit from the California Regional Water Quality Control Board has been applied. With implementation of these measures, project specific and cumulative impacts would be reduced to less than significant levels.

Noise: The proposed project would result in the generation of noise during the construction phase of the project and long-term operational noise could increase ambient noise levels in the vicinity. The MND identifies mitigation to address short-term construction noise and long-term exposure to noise. Mitigation measures identified to reduce short and long-term exposure to excessive noise levels include limitations on construction activity and site preparation to limited hours, shielding of particularly loud stationary construction equipment, adequately maintain new and existing HVAC equipment and commercial/industrial equipment, and installing noise shielding or insulation for equipment if equipment results in objectionable noise levels at adjacent properties. Noise impacts would be reduced to less than significant levels with incorporation of these measures. With implementation of the required mitigation measures, the residual project specific and project contribution to cumulative noise impacts would be less than significant.

Public Services: The project would result in the potential need for increased fire protection services. Mitigation identified to reduce such impacts includes installation of three new fire hydrants and upgrades to the two existing fire hydrants at the project site meeting all applicable Santa Barbara County Fire Department requirements to ensure adequate fire protection for the proposed project. Upon implementation of this mitigation measure, residual project specific impacts on fire protection services would be less than significant. All other residual project specific and project contributions to cumulative impacts on public services would be less than significant.

Transportation/Traffic: The proposed Renco additions would result in 142 new average daily trips, 23 AM peak hour trips, and 22 PM peak hour trips. These new trips would not result in any significant project-specific or cumulative impacts at area intersections. Proposed parking for Phase II includes 92 spaces, which exceeds the ordinance requirement (89 spaces) and Phase III includes 110 spaces, which meets the ordinance requirement. Potentially significant impacts could occur if driveways and drive aisles are not constructed to support emergency vehicle access and if construction vehicle parking is not controlled.

Mitigation identified to reduce project-related traffic impacts, includes a prohibition of construction vehicle parking and/or staging of construction equipment or materials, including vehicles of construction personnel, along Coromar or Cortona Drives. With implementation of the mitigation measure listed above and through payment of traffic mitigation fees established by the Goleta Transportation Improvement Plan, residual project specific and cumulative traffic impacts would be less than significant.

***Utilities and Service Systems*:** The proposed Renco additions would increase service by the Goleta West Sanitary District and the Goleta Water District. The project would also result in the generation of increased solid waste. Mitigation identified to reduce utilities and service system impacts includes obtaining a Can and Will Serve letter from the Goleta Sanitary District, obtaining a Can and Will Serve letter from the Goleta Water District, submittal of a Waste Reduction and Recycling Plan for Community Services review and approval, and onsite separation of demolition and/or excess construction materials for reuse/recycling or proper disposal. With implementation of the above mitigation measures, residual project specific and cumulative impacts on utilities and service systems would be considered less than significant.

General Plan Consistency Analysis

A summary of the project's consistency with all applicable General Plan policies is provided in Attachment 3 of this staff report. The proposed project was found to be consistent with all applicable policies. The following policy issues are highlighted:

HE 3.2 Mitigation of Employee Housing Impacts from Nonresidential Uses. [GP] Housing Element, Policy 3.2 requires new nonresidential development to contribute to the provision of affordable housing. The contribution may include in-lieu fees, provision of onsite housing, housing assistance as part of employee benefit packages, or other alternatives of similar value. The fulfillment of affordable housing requirements is

presently established by policy/administrative practice, whereas an ordinance has not yet been adopted.

An option that may be considered includes average rates currently used by other California jurisdictions. Some jurisdictions have adopted rates for nonresidential uses by using a per square foot fee amount. The Planning Commission should refrain from comparing data from any other city to Goleta and rather use this data as an appropriate range within which to set Goleta rates. The rates are as follows:

JURISDICTION	RATE/SF	FEE PHASE II	FEE PHASE III	FEE PHASES II and III
City of Palo Alto	$15.58	$122,147.20	$162,032.00	$284,179.20
City of Menlo Park	$10.00	$78,400.00	$104,000.00	$182,400.00
City of Mountain View	$6.00	$47,040.00	$62,400.00	$109,440.00
County of Marin	$7.19	$56,369.60	$74,776.00	$131,145.60
Town of Corte Madera	$3.20	$25,088.00	$33,280.00	$58,368.00
City of Sunnyvale	$8.00	$62,720.00	$83,200.00	$145,920.00
City of Cupertino	$2.25	$17,640.00	$23,400.00	$41,040.00
City of Pleasanton	$2.31	$18,110.40	$24.024.00	$42,134.40
Average	**$6.82**	**$53,468.80**	**$70,928.00**	**$124,396.80**

If application of the average factors from the above generation rates were used, the resulting in-lieu fee would be $53,468.80 for Phase II and $70,928.00 for Phase III for a total fee of $124,396.80.

Zoning Ordinance Consistency Analysis

The proposed project would be consistent with all applicable requirements of the M-RP (Industrial Research Park) zone district, subject to approval of the following modification:

- Modification to allow the existing parking lot to the north of the existing building on site to be located approximately 18 feet from centerline and approximately 15 feet from the right-of-way, which is within the required second front yard setback (80 feet from centerline and 50 feet from the right-of-way line of any street) along Cortona Drive.

Section 35-274.5 of Article III requires every part of a setback to be unobstructed from the ground to the sky. Section 35-262.2 of Article III requires parking to be located outside of the front yard setback. The existing parking existing parking lot to the north of the existing building on site are located approximately 18 feet from centerline and approximately 15 feet from the right-of-way, which is within the required second front yard setback along Cortona Drive (80 feet from centerline and 50 feet from the right-of-way line of any street). This modification is justified in that the physical improvements already exist. The applicant does not propose intensification of these existing conditions. It should also be noted that the parking standard on site would be exceeded

in Phase II (required 89; proposed 98), and the 110 parking space requirement for Phase III would be met.

Attachment 5 of this staff report provides a detailed discussion of project compliance with applicable zoning requirements and standards.

Design Review Board

The DRB considered the project for *Conceptual* review on January 8, 2008. The DRB's review considered the entirety of the plan set (site plan, floor plan, elevations, landscape plan, etc.), and neighborhood compatibility. The DRB commented favorably about the project as a whole, and the DRB gave the project's overall design (including architecture, landscaping, grading and trash enclosure) favorable comments.

The DRB requested that the applicant consider including permeable paving into the project, and that a complete landscape plan be provided when the project returns to DRB for Preliminary and Final Approval.

Goleta Growth Management Ordinance (GGMO)

The project is subject to Ordinance 03-04, the Goleta Growth Management Ordinance. The provisions of Section 8, Competitive System for Assigning Allocations to Non-Exempt Projects, are applicable. The ordinance includes a point system for non-exempt projects. Points are awarded at the time of any discretionary action for approval of the project. The criteria for awarding points are included in Attachment 6. Staff recommends the assignment of four (4) points for this project.

APPEALS PROCEDURE

The action of the Planning Commission may be appealed to the City Council within ten (10) calendar days from the date of the Commission's final action.

Submitted By:

L Vlk

Laura Vlk
Associate Planner

Approved By:

Patricia S. Miller

Patricia S. Miller
Planning Commission Secretary

ATTACHMENTS

1. Planning Commission Resolution 09-__; CEQA Resolution
2. Planning Commission Resolution 09-__; Development Plan Resolution
3. Proposed Final Mitigated Negative Declaration (MND) dated May 1, 2009
4. General Plan Consistency Analysis
5. Zoning Ordinance Consistency Analysis
6. GGMO Point Allocation
7. Project Plans

ATTACHMENT 1

PLANNING COMMISSION RESOLUTION 09-__
CEQA RESOLUTION

PLANNING COMMISSION
RESOLUTION NO. 09-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GOLETA APPROVING THE FINAL MITIGATED NEGATIVE DECLARATION (09-MND-001) AND ADOPTING CEQA FINDINGS AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE RENCO ENCODERS ADDITIONS PROJECT; CASE NO. 07-103-DP; 26 COROMAR DRIVE; APN 073-150-013

WHEREAS, an application was submitted on May 14, 2007 by David Burke of Burke Design, representing Renco Encoders, Inc., requesting approval of a Final Development Plan; and

WHEREAS, the application was found complete for processing on October 12, 2007; and

WHEREAS, the application is for a development plan to allow for construction of additions on site to be constructed in three phases. Phase I, a 1,000-square foot hazardous materials building, was previously constructed under case number 06-093-SCD & 06-093-LUP.

Phase II consists of a new 8,800-square foot clean room addition to the main manufacturing building, two 400-square foot outbuildings, and the demolition of 1,760-square feet of the covered storage area. A landscape plan is also a part of this proposal, and all materials used for this phase are to match the existing commercial property.

Phase III proposes a 10,400-square foot office addition to the existing manufacturing building. This phase also includes its own landscape plan, and all materials used for this phase are to match the existing property; and

WHEREAS, it was determined that the proposed project, inclusive of all of its various components, was subject to the California Environmental Quality Act, that one or more significant effects on the environment may occur, and that preparation of a Mitigated Negative Declaration (MND) would be required; and

WHEREAS, a Draft MND was prepared by the City of Goleta and was released for public review between February 13, 2009 and March 16, 2009; and

WHEREAS, a total of 2 letters or written statements were received on the Draft MND; and

WHEREAS, in response to written public comments received, a proposed Final MND was released on May 1, 2009 pursuant to the requirements of the State and City CEQA Guidelines; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on the project application on May 11, 2009, at which time all interested persons were given an opportunity to be heard; and

WHEREAS, the Planning Commission has considered the entire administrative record, including the staff reports, the Draft and Final MND, including comments, the application materials, and oral and written testimony from interested persons; and

WHEREAS, the Planning Commission finds that approval of the Mitigated Negative Declaration for the Renco Encoders Additions project would be based on its ability to make the required findings, including findings pursuant to the California Environmental Quality Act (CEQA).

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF GOLETA AS FOLLOWS:

SECTION 1. Recitals

The Planning Commission hereby finds and determines the foregoing recitals, which are incorporated herein by reference, are true and correct.

SECTION 2. Approval of the Final Mitigated Negative Declaration (09-MND-001)

The Planning Commission has examined the proposed Final Mitigated Negative Declaration, including the comments on the Draft MND received during the public review process, and finds that the Final Mitigated Negative Declaration has been prepared in compliance with the requirements of CEQA including direct, indirect, and cumulatively significant effects and proposed mitigation measures; and hereby certifies that the Final Mitigated Negative Declaration constitutes a complete, accurate, adequate, and good faith effort at full disclosure, and reflects the City of Goleta's independent judgment and analysis pursuant to Section 15074 of the State CEQA Guidelines.

SECTION 3. CEQA Findings

The Planning Commission finds on the basis of the whole record before it, that there is no substantial evidence that the project will have a significant effect on the environment because changes and alterations intended to avoid or substantially lessen the significant environmental effects identified in the Mitigated Negative Declaration (09-MND-001) have been incorporated as required conditions of approval where feasible, pursuant to Section 15074 of the State CEQA Guidelines.

SECTION 4. Mitigation Monitoring and Reporting Program

Public Resources Code Section 21081.6 (State CEQA Guidelines Section 15097) requires that the City adopt reporting or monitoring programs for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment. The procedures for mitigation monitoring and verification are described for each mitigation measure in the Final MND. The approved project description, the mitigation measures as described in the Final MND and the conditions of approval, with their corresponding permit monitoring requirements (including Condition Compliance Program), are hereby adopted as the monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation.

SECTION 5. Documents

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the City Clerk, City of Goleta, 130 Cremona Drive, Suite B, Goleta, California, 93117.

SECTION 6. Certification

The City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2009.

_____
BRENT DANIELS, CHAIR

ATTEST:

_____
DEBORAH CONSTANTINO
CITY CLERK

APPROVED AS TO FORM:

_____
TIM W. GILES
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF GOLETA)

I, DEBORAH CONSTANTINO, City Clerk of the City of Goleta, California, DO HEREBY CERTIFY that the foregoing Planning Commission Resolution No. 09-__ was duly adopted by the Planning Commission of the City of Goleta at a regular meeting held on the ___ day of _____, 2009, by the following vote of the Commission members:

AYES:

NOES:

ABSENT:

(SEAL)

_____
DEBORAH CONSTANTINO
CITY CLERK

ATTACHMENT 2

PLANNING COMMISSION RESOLUTION 09-__
DEVELOPMENT PLAN RESOLUTION

PLANNING COMMISSION
RESOLUTION NO. 09-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GOLETA APPROVING A FINAL DEVELOPMENT PLAN FOR THE RENCO ENCODERS ADDITIONS PROJECT; CASE NO. 07-103-DP; 26 COROMAR DRIVE; APN 073-150-013

WHEREAS, an application was submitted on May 14, 2007 by David Burke of Burke Design, representing Renco Encoders, Inc., requesting approval of a Final Development Plan; and

WHEREAS, the application was found complete for processing on October 12, 2007; and

WHEREAS, the application is for a development plan to allow for construction of additions on site to be constructed in three phases. Phase I, a 1,000-square foot hazardous materials building, was previously constructed under case number 06-093-SCD & 06-093-LUP.

Phase II consists of a new 8,800-square foot clean room addition to the main manufacturing building, two 400-square foot outbuildings, and the demolition of 1,760-square feet of the covered storage area. A landscape plan is also a part of this proposal, and all materials used for this phase are to match the existing commercial property.

Phase III proposes a 10,400-square foot office addition to the existing manufacturing building. This phase also includes its own landscape plan, and all materials used for this phase are to match the existing property; and

WHEREAS, the procedures for processing the project application have been followed as required by state and local laws; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on the project application on May 11, 2009, at which time all interested persons were given an opportunity to be heard; and

WHEREAS, the Planning Commission has considered the entire administrative record, including application materials, the staff reports, the Draft and Final MND, including comments, and oral and written testimony from interested persons; and

WHEREAS, the Planning Commission finds that approval of Case No. 07-103-DP would be consistent with the City's General Plan, Article III, Chapter 35 of the Goleta Municipal Code (the Inland Zoning Ordinance), and the ability to make the required findings, including findings pursuant to the California Environmental Quality Act (CEQA).

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF GOLETA AS FOLLOWS:

SECTION 1. Recitals

The Planning Commission hereby finds and determines the foregoing recitals, which are incorporated herein by reference, are true and correct.

SECTION 2. Adoption of Findings

The Planning Commission hereby adopts the findings for the Development Plan set forth in Exhibit 1 and conditions set forth in Exhibit 2 of this resolution pursuant to Section 35-317 of Chapter 35, Article III, the Inland Zoning Ordinance, of the Goleta Municipal Code.

SECTION 3. Documents

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the City Clerk, City of Goleta, 130 Cremona Drive, Suite B, Goleta, California, 93117.

SECTION 4. Certification

The City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED this _____ day of _____, 2009.

_____
BRENT DANIELS, CHAIR

ATTEST:

_____
DEBORAH CONSTANTINO
CITY CLERK

APPROVED AS TO FORM:

_____
TIM W. GILES
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF GOLETA)

I, DEBORAH CONSTANTINO, City Clerk of the City of Goleta, California, DO HEREBY CERTIFY that the foregoing Planning Commission Resolution No. 09-__ was duly adopted by the Planning Commission of the City of Goleta at a regular meeting held on the __ day of _____, 2009, by the following vote of the Commission members:

AYES:

NOES:

ABSENT:

(SEAL)

_____
DEBORAH CONSTANTINO
CITY CLERK

EXHIBIT 1
FINDINGS
CASE NO. 07-103-DP

RENCO ENCODERS ADDITIONSPROJECT DEVELOPMENT PLAN
26 COROMAR DRIVE; APN 073-150-013

Pursuant to Section 35-317 of Article III, Chapter 35, the Inland Zoning Ordinance, of the Goleta Municipal Code, a Preliminary or Final Development Plan shall be approved only if all of the following findings can be made:

1. *That the site for the project is adequate in size, shape, location, and physical characteristics to accommodate the density and intensity of development proposed.*

   The project site is adequate in size, shape, location, and physical characteristics to accommodate the density and intensity of development proposed, including structural development, landscaping, parking, and on-site circulation for pedestrians, passenger vehicles and emergency vehicles, to accommodate the project design. Overall, there is sufficient acreage onsite to accommodate the density and intensity of development proposed.

2. *That adverse impacts are mitigated to the maximum extent feasible.*

   Potential impacts involving Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation/Traffic, and Utilities and Service Systems would be reduced to less that significant levels through implementation of the mitigation measures as incorporated into required conditions of approval included in Exhibit 2.

3. *That streets and highways are adequate and properly designed.*

   All existing streets and highways serving the proposed project are adequate and properly designed. As indicated by the conclusions of the traffic study for the project, project-generated traffic would not trigger traffic thresholds or Circulation Element standards for roadways or intersections and local streets and highways can accommodate the traffic generated by the project. Community Services review and approval of the final project plans for the new access driveways will further ensure that the project will not result in traffic safety impacts. The project is conditioned to contribute Goleta Transportation Improvement Fees to fund identified improvements to the area roadway network.

4. *That there are adequate public services, including but not limited to, fire protection, water supply, sewage disposal, and police protection to serve the project.*

   The proposed project would be served by the Santa Barbara County Fire Department, the Goleta Water District, the Goleta Sanitary District, and the City of Goleta Police Department. These agencies and districts have adequate capacity to serve the proposed project. Final sign-offs from these agencies will be required prior to issuance of Land Use Permits for the research and development building.

5. *That the project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will not be incompatible with the surrounding areas.*

   The project would be served by existing public services and would have safe and adequate primary and emergency/secondary vehicular access. The design of the project would be compatible with surrounding development as the additions would match the existing building on site and the project meets zoning ordinance required landscaping and parking. As such, the proposed project would not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and would not be incompatible with the surrounding areas.

6. *That the project is in conformance with 1) the General Plan and 2) the applicable provisions of this Article and/or the project falls with the limited exception allowed under Section 35-306.7.*

   The project is consistent with all applicable General Plan policies, as specified in Attachment 4 of the staff report dated May 11, 2009: General Plan Consistency Analysis. The proposed project is also consistent with the M-RP Industrial Research Park zone district subject to approval of the requested modification to allow the existing parking lot on the north side of the building to encroach into the required second front yard set back (as specified in Attachment 5: Zoning Ordinance Consistency Analysis of the staff report dated May 11, 2009).

7. *That in designated rural areas the use is compatible with and subordinate to the scenic and rural character of the area.*

   The project is not in a designated rural area, and as such, this finding in not applicable to this project.

8. *That the project will not conflict with any easements required for public access through, or public use of a portion of the property.*

   The property does not include easements for use by the public at large, and would therefore not conflict with such easement for access through the site.

EXHIBIT 2
CONDITIONS OF APPROVAL
CASE NO. 07-103-DP

RENCO ENCODERS ADDITIONS PROJECT
26 COROMAR DRIVE; APN 073-150-013

1. **Authorization:** Subject to the conditions set forth below, this permit authorizes implementation of Case No. 07-103-DP marked "May 11, 2009, Planning Commission Exhibit #1". Any deviations from the project description in the staff report, exhibits or conditions must be reviewed and approved by the City of Goleta for conformity with this approval. Deviations may require changes to the permit to be approved and/or further environmental review. Deviations without the above-described approval will constitute a violation of the permit approval. The exhibits associated with this permit include:

07-103-DP: Renco Encoders Plans (dated November 1, 2007)

COVER 1	Project Information and Statistics
P.M.	Phase Map
G-1.0	General Notes
C-1.0	Vicinity Map & Utility Plans
C-1.1	Site Sections
C-2.0	Phase II Site Plan
C-2.1	Phase II Grading & Drainage Plan
C-2.2	Phase II Demolition Plan
C-3.0	Phase III Site Plan
C-3.1	Phase III Grading & Drainage Plan
C-4.0	Details
A-2.0	Phase II Floor Plan & Sections
A-2.1	Phase II Elevations
A-3.0	Phase III First Floor Plan
A-3.1	Phase III 2nd Floor Plan
A-3.2	Phase III Elevations
A-4.0	Details
LS-1.0	Renco Landscape Plan Phase II
LS-1.1	Renco Landscape Plan Phase III

2. **Authorized Development:**

The proposed project includes an as-built permit for the existing, approved development on site which includes a 33,600-square foot manufacturing building, a 360-square foot compressor room, a 400-square foot storage garage, a 1,000-square foot hazardous materials building, and a 2,160-square foot covered storage area. The remainder of the project will be planned in two phases, a

clean room addition being Phase II, and the office addition being Phase III. Phase I consisted of the approval of the 1,000-square foot hazardous materials building, which was approved and constructed under City case number 06-093-SCD; LUP.

Phase II consists of a new 8,800-square foot clean room addition attached to the eastern side of the main manufacturing building, two 400-square foot storage outbuildings on the north side of the building (the most westerly outbuilding will be 18' x 22'4" and the other is proposed to be 18' x 20'), and the demolition of 1,760-square feet of the covered storage area. The maximum height of the new, cleanroom addition would be 25'8" measured from finished grade to the top of the walls of the addition, which also serve as a 1'6" parapet wall (measured from the maximum height of the proposed structure – the roof ridge). The outbuildings will have a maximum height of 12'8", from finished grade to the top of the roof.

The proposed Phase II structure would be primarily located on existing pavement and unused vacant land on the east side of the existing building. Site drainage is proposed to remain as sheet flow into existing on site storm drains. Access to the site would be from three (3) existing driveways; one is a right turn only drive off of Cortona Drive near the northwest corner of the site, another is a two-way access from Cortona Drive near the northeastern corner of the site, and the last is a two-way access from Coromar Drive near the southwestern corner of the site.

Phase II conforms with all applicable setbacks with the exception of the second front-yard setback, which is required to be 80' from the centerline of Cortona Drive and 50' from the right-of-way line of Cortona Drive. The existing parking lot on the northern side of the building encroaches into the second, front-yard setback by approximately 62' and 35' respectively. As a part of the FDP application, the applicant is requesting a modification for this existing setback encroachment. A total of 98 parking spaces (typical size is 17' x 9') and three (3) truck loading spaces (30' x 10') would be provided on site. Seven (7) bicycle parking spaces would be located at the patio slab area at the east side of the cleanroom building. Pedestrian access would be provided by an existing sidewalk along the Coromar Drive frontage and a new sidewalk along the Cortona Drive frontage will be provided by the applicant as a part of this project.

Of the 155,580-square foot site area, Phase II structural development (inclusive of existing development on site, and Phase II development) would occupy a footprint of 45,360-square feet (29.15% of the site), paved areas would occupy 61,796-square feet (39.7% of the site) and landscaping would cover the remaining 49,424-square feet (31.8%) of the site.

Phase III includes a 10,400-square foot, two-story office addition attached to the east of the existing manufacturing building and to the south of the Phase II proposed cleanroom.

The maximum height of the new, office addition would be 31'4" measured from finished grade to the top of the walls of the addition, which also serve as a 1'3" parapet wall (measured from the maximum height of the proposed structure – the roof ridge). Vehicular and pedestrian access, bicycle parking facilities, and setback modification issues would be identical to that proposed in Phase II. A total of 110 parking spaces (typical size is 17' x 9') and three (3) truck loading spaces (30' x 10') would be provided on site.

Of the 155,580-square foot site area, Phase III structural development (inclusive of existing development on site and Phases II and III development) would occupy a footprint of 50,160-square feet (32.2% of the site), paved areas would occupy 53,611-square feet (34.56% of the site) and landscaping would cover the remaining 52,409-square feet (33.7%) of the site.

Modification

The following modification is granted:

- Modification to allow the existing parking lot to the north of the existing building on site to be located approximately 18 feet from centerline and approximately 15 feet from the right-of-way, which is within the required second front yard setback (80 feet from centerline and 50 feet from the right-of-way line of any street) along Cortona Drive.

The grading, development, use and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas, and the protection and preservation of resources shall substantially conform to the project description in the staff report and abide by the conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved exhibits and conditions of approval hereto. All plans must be submitted for review and approval and shall be implemented as approved by the City of Goleta. Minor changes to the project description contained herein shall be subject to the approval of the Director of Planning and Environmental Services.

MITIGATION MEASURES FROM THE MITIGATED NEGATIVE DECLARATION

A*esthetics*

1. The proposed project shall be submitted for Preliminary/Final Review by DRB consisting of complete site plan, architectural floor plans, exterior elevations and landscape plans. The preliminary development plans shall be revised to address

the issues raised by DRB in its Conceptual Review and shall also incorporate all applicable mitigation measures/conditions of approval. **Plan Requirements & Timing:** Project plans shall be revised and resubmitted to DRB for review and approval prior to issuance of a Land Use Permit ("LUP") for the project.

Monitoring: City staff shall verify that the project is constructed per the final architectural plans approved by DRB prior to issuance of any certificate of occupancy.

2. To ensure installation and long-term maintenance of the approved landscape plan, the applicant shall enter into an agreement to install required landscaping and water-conserving irrigation systems as well as maintain required landscaping for the life of the project per the Design Review Board (DRB) approved final landscape plan. **Plan Requirements and Timing:** The applicant shall sign the landscape installation and maintenance agreement prior to issuance of any LUP for the project. Performance securities for installation and maintenance for at least three (3) years shall be reviewed and approved by City staff prior to issuance of any LUP for the project.

   Monitoring: City staff shall photo document installation prior to occupancy clearance and shall check maintenance as needed. Release of any performance security requires City staff signature.

3. All exterior night lighting shall be of low intensity/low glare design, and shall be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels. Exterior lighting fixtures shall be kept to the minimum number and intensity needed to ensure the public safety of employees, and visitors to the industrial/manufacturing center. All upward directed exterior lighting shall be prohibited to protect night sky views of the stars. All exterior lighting fixtures shall be appropriate for the architectural style of the proposed structure and the surrounding area. The applicant shall develop a lighting plan incorporating these requirements and provisions for dimming lights after 10:00 p.m. **Plan Requirements**: The locations of all exterior lighting fixtures and an arrow showing the direction of light being cast by each fixture and the height of the fixtures shall be depicted on the preliminary/final lighting plan and shall be reviewed and approved by the DRB and City staff. **Timing:** The preliminary/final lighting plan shall be reviewed and approved by the DRB and City staff prior to LUP issuance.

   Monitoring: City staff shall inspect all exterior lighting to verify that exterior lighting fixtures have been installed consistent with their depiction on the final lighting plan.

4. To prevent construction and/or employee trash from blowing offsite, covered receptacles shall be provided onsite prior to commencement of grading or

construction activities. Waste shall be picked up weekly or more frequently as directed by City staff. **Plan Requirements & Timing:** Prior to issuance of any LUP for the project, the applicant shall designate and provide to City staff the name and phone number of a contact person(s) to monitor construction trash/waste and organize a clean-up crew. Additional covered receptacles shall be provided as determined necessary by City staff. This requirement shall be noted on all plans. Trash control shall occur throughout all grading and construction activities.

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

5. The applicant shall submit a composite utility plan for DRB and City staff preliminary/final review. All external/roof mounted mechanical equipment (including HVAC condensers, switch boxes, etc.) shall be included on all building plans and shall be designed to be integrated into the structure and/or screened in their entirety from public view. **Plan Requirements & Timing:** Detailed plans showing all external/roof mounted mechanical equipment shall be submitted for review by City staff and the DRB prior to LUP issuance.

   Monitoring: City staff shall verify installation of all external/roof mounted mechanical equipment per the approved plans prior to the approval of any certificate of occupancy.

6. All utility service connections and above-ground mounted equipment such as backflow devices, etc, shall be shall be screened from public view, not located within a public right-of-way, and/or painted in a soft earth-tone color(s) (red is prohibited) so as to blend in with the project. Screening may include a combination of landscaping and/or masonry or lattice walls. Whenever possible and deemed appropriate by City staff, utility transformers shall be placed in underground vaults. All gas and electrical meters shall be concealed and/or painted to match the building. All gas, electrical, backflow prevention devices and communications equipment shall be completely concealed in an enclosed portion of the building, on top of the building, or within a screened utility area. All transformers and vaults that must be located within the right-of-way shall be installed below grade unless otherwise approved by the City, and then must be completely screened from view. **Plan Requirements & Timing:** The site and building plans submitted for DRB preliminary/final review shall identify the type, location, size, and number of utility connections and above-ground mounted equipment as well as how such equipment would be screened from public view and the color(s) that it would be painted so as to blend in with the project and surrounding area.

   Monitoring: City staff shall verify that all above-ground utility connections and equipment is installed, screened, and/or painted per the approved plans.

7. All new utilities on the subject property shall be installed underground. **Plan Requirements & Timing:** All composite utility plans for the project shall note this undergrounding requirement and shall be submitted for City staff review prior to LUP issuance.

   Monitoring: City staff shall verify compliance in the field prior to occupancy clearance.

Air Quality

8. If the construction site is graded and left undeveloped for over four weeks, the applicant shall employ the following methods immediately to inhibit dust generation:

   a. Seeding and watering to revegetate graded areas; and/or
   b. Spreading of soil binders; and/or
   c. Any other methods deemed appropriate by City staff.

   Plan Requirements & Timing: These requirements shall be noted on all plans submitted for issuance of any LUP for the project.

   Monitoring: City staff shall perform periodic site inspections to verify compliance as well as contact the designated monitor as necessary to ensure compliance with dust control measures.

9. Dust generated by construction activities shall be kept to a minimum with a goal of retaining dust on the site. The following dust control measures listed below shall be implemented by the contractor/builder:

   a. During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
   b. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.
   c. Soil stockpiled for more than two days shall be covered, containerized, kept moist, or treated with soil binders to prevent dust generation in accordance with the property's Soil Management Plan to prevent emissions of chlorinated VOCs from the contaminated soils on site (reference the Hazardous and Hazardous Materials section of this document for further detail).

The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. **Plan Requirements & Timing:** All of the aforementioned requirements shall be noted on all plans submitted for issuance of any LUP for the project. The name and telephone number of such persons shall be provided to City staff. SBCFD and the APCD and shall be posted in three locations along the project site's perimeter for the duration of grading and construction activities.

Monitoring: City staff shall perform periodic site inspections to verify compliance as well as contact the designated monitor as necessary to ensure compliance with dust control measures.

10. During all project grading and hauling, construction contracts must specify that construction contractors shall adhere to the requirements listed below to reduce emissions of ozone precursors and particulate emissions from diesel exhaust:

    a. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
    b. Diesel powered equipment should be replaced by electric equipment whenever feasible.
    c. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
    d. Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed.
    e. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
    f. All construction equipment shall be maintained in tune per the manufacturer's specifications.
    g. The engine size of construction equipment shall be the minimum practical size.
    h. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
    i. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Plan Requirements & Timing: The construction emission requirements shall be printed all plans submitted for any LUP, building, or grading permits.

Monitoring: City staff shall verify compliance with requirements for printing the aforementioned construction emission requirements on all plans submitted for any LUP, building, or grading permits. APCD inspectors shall verify compliance in the field.

11. Idling of diesel trucks during loading and unloading shall be limited to a maximum of five (5) minutes. In addition, drivers of diesel trucks shall not use diesel-fueled auxiliary power units for more than five (5) minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle equipped with a sleeper berth, at any location. **Plan Requirements & Timing:** The aforementioned restrictions of diesel truck idling shall be printed on all plans submitted for any LUP, building, or grading permits.

Monitoring: City staff shall monitor in the field for compliance.

12. Prior to the demolition or remodeling of any structure on site constructed before 1979, the applicant shall complete and submit an APCD Asbestos Demolition and Renovation Compliance Checklist. **Plan Requirements & Timing:** The aforementioned permit requirement shall be noted on all plans submitted for issuance of any building or grading permits for the project. At least ten (10) working days prior to commencing any construction activities, the applicant shall submit the aforementioned permit application to the APCD.

Monitoring: City staff shall verify compliance with requirements for printing the aforementioned APCD permit requirements on all plans submitted for any building or grading permits. APCD inspectors shall verify compliance in the field.

13. The following energy-conserving techniques, that substantially exceed the minimum Title 24 energy conservation requirements, shall be incorporated unless the applicant demonstrates their infeasibility to the satisfaction of City of Goleta staff:

    a) Use of water-based paint on exterior surfaces;
    b) Use of passive solar cooling/heating;
    c) Use of energy efficient appliances;
    d) Use of natural lighting;
    e) Installation of energy efficient lighting;
    f) Use of drought-tolerant native or Mediterranean landscaping subject to Planning and Environmental Services staff and Design Review Board (DRB) approval to shade buildings and parking lots;
    g) Encouragement of the use of transit, bicycling, and walking by providing infrastructure to promote their use;

h) Provision of segregated waste bins for recyclable materials; and

Plan Requirements & Timing: These requirements shall be shown on applicable building plans prior to issuance of any land use permit.

Monitoring: City of Goleta staff shall site inspect for compliance prior to issuance of an occupancy permit.

Biological Resources

14. Applicant shall submit drainage and grading plans with a Storm Water Management Plan for review and approval by Community Services and Building staff and the Regional Water Quality Control Board. The plan shall incorporate appropriate Best Management Practices to minimize storm water impacts in accordance with the City's Storm Water Management Plan and the City's General Plan. **Plan Requirements and Timing:** The plans shall also include an erosion control plan for review and approval by Community Services staff prior to the issuance of any LUP for the project. After installation of any drainage improvements or erosion control measures, the applicant shall be responsible for on-going maintenance of all improvements in accordance with the manufacturer's specifications, the approved plans and conditions of approval.

    Monitoring: City staff shall verify construction of all stormwater water quality/control facilities per the City approved final grading and erosion control plans prior to issuance of any LUP.

15. During construction, washing of concrete, paint, or equipment shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Washing shall not be allowed near sensitive biological resources. An area designated for washing functions shall be identified on the plans submitted for issuance of any LUP for the project. The washoff area shall be in place throughout construction. **Plan Requirements & Timing:** The wash off area shall be designated on all plans and shall be reviewed and approved by City staff prior to LUP issuance.

    Monitoring: City staff shall site inspect throughout the construction period to ensure compliance and proper use.

16. To ensure that the City approved stormwater water quality protection improvements are adequately maintained for the life of the project, the applicant shall prepare a stormwater system maintenance program for review and approval by City staff. **Plan Requirements & Timing:** Said maintenance program shall be reviewed and approved by City staff prior to issuance of any LUP for the project. The plan shall include provisions for the submittal of an annual maintenance report to City staff outlining all system maintenance measures

undertaken by the applicant in the prior year reporting period for a period of five (5) years after issuance of the final certificate of occupancy for the project. Subsequent to this five year reporting period, the applicant shall maintain records of all yearly maintenance measures for review by City staff on demand for the life of the project.

Monitoring: City staff shall verify compliance prior to issuance of any LUP for the project. City staff shall review each yearly maintenance report for the required five year reporting period as well as all subsequent maintenance records if problems with the installed system are observed.

Cultural Resources

17. In the event that cultural resources are uncovered during grading/construction activities, work shall be ceased immediately and the applicant shall bear the cost of the immediate evaluation of the find's importance and any appropriate Phase 2 or Phase 3 investigations and mitigation. **Plan Requirements and Timing:** The project grading plans and improvement plans shall include provisions in the Notes/Specifications to recover cultural resources as described above. Cultural resource investigations/recovery shall be conducted by an archaeological, paleontological, historic or ethnographic expert acceptable to the Planning and Environmental Services Department.

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

Geology and Soils

18. The project shall comply with the conclusions and recommendations contained in the Geotechnical Study prepared by Pacific Materials Laboratory of Santa Barbara, Inc. dated August 31, 2000. **Plan Requirements & Timing**: Said plan must be reviewed and approved by the Fire Department and Planning and Environmental Services Department prior to issuance of any Land Use Permit for the project.

    Monitoring: Santa Barbara County Fire Department and City staff shall perform periodic site inspections to verify compliance.

Hazards and Hazardous Materials

19. A detailed plan shall be submitted to the Santa Barbara County Fire Department, Fire Prevention Division and the City of Goleta for the installation of a chemical vapor barrier that is to be placed beneath the footprint of the proposed building additions. **Plan Requirements & Timing**: Said plan must be reviewed and

approved by the Fire Department and the City of Goleta prior to issuance of any Land Use Permit for the project.

Monitoring: Santa Barbara County Fire Department and City staff shall inspect the vapor barrier prior to placement of any additional material on top of it.

20. The applicant shall continue to comply with the most up-to-date Regional Water Quality Control Board Remedial Action Plan for the site. In the event that soil dewatering is required, the applicant shall comply with discharge requirements pursuant to RWQCB regulations. **Plan Requirements & Timing:** This requirement shall be noted on all grading and building plans.

    Monitoring: City staff and a qualified and properly trained LFR staff member (as determined by the SBCFD) shall site inspect during grading to monitor soil conditions.

21. The contaminated soils generated during construction must be managed per the Santa Barbara County Fire Department's Fire Prevention Division (SBCFD) approved Final Soil Management Plan (January 28, 2009). Workers involved in these activities shall have appropriate Occupational Safety and Health Administration (OSHA) training/certifications (e.g., 40-hour HAZWOPER); Access to the site shall be maintained to allow for on-going assessment/remediation activities as required by the SBCFD. **Plan Requirements and Timing:** This requirement shall be noted on all grading and building plans.

    Monitoring: Santa Barbara County Fire Department and City staff shall perform periodic site inspections to verify compliance.

22. All grading, construction and landscaping activities on site shall comply with the project's Soil Management Plan as well as the project's Health and Safety Plan for Soil Excavation Activities at Renco Encoders, Inc. **Plan Requirements & Timing**: These requirements shall be noted on all plans submitted for issuance of any LUP for the project.

    Monitoring: City staff, Santa Barbara County Air Pollution Control District, and Santa Barbara County Fire Department shall perform periodic site inspections to verify compliance.

Hydrology and Water Quality

23. Applicant shall submit a drainage and hydrology study for review and approval by Community Services and Building staff. The drainage or hydrology study shall provide information on how the site drainage meets City's Storm Water Management Plan and General Plan requirements to provide for retention or detention of stormwater on site to the maximum extent feasible. **Plan**

Requirements: The scope of improvements for the project shall include but not be limited to bio-swales, permeable paving, on site detention, fossil filters and other operational features. The study shall include calculations showing that the post construction stormwater runoff is at or below the pre-construction storm water runoff and the percent of effective impervious. The study shall include the Water Quality Detention Volume per Appendix G of the City's Stormwater Management Plan. **Timing:** City staff shall verify compliance prior to the issuance of any LUP for the project.

Monitoring: City staff shall verify construction of all drainage/hydrology facilities per the final drainage and hydrology study prior to issuance of any certificate of occupancy.

24. To ensure adequate onsite filtration of all stormwater runoff prior to discharge into the City's stormdrain system and ultimately Tecolotito Creek/Goleta Slough, the applicant shall provide engineering details on the stormwater filtration elements of the proposed stormwater control system (stormdrains in landscaped planters and subsurface retardation facilities) as well as capacity specifications for such improvements for review and approval by City staff. **Plan Requirements & Timing:** Said specifications and engineering details shall be submitted to the City for staff review and approval prior to any LUP issuance for the project.

Monitoring: City staff shall verify construction of all stormwater water quality/control facilities per the City approved final drainage and grading plan prior to issuance of any certificate of occupancy.

25. The applicant shall limit excavation and grading to the dry season of the year (i.e. April 15th to November 1st) unless a City approved erosion control plan, incorporating appropriate BMPs identified in the EPA guidelines for construction site runoff control (EPA Fact Sheet 2.6, Construction Site Runoff Minimum Control Measures, 01/00), are in place and all measures therein are in effect. All exposed graded surfaces shall be reseeded with ground cover vegetation to minimize erosion. **Plan Requirements:** This requirement shall be noted on all grading and building plans. **Timing:** Graded surfaces shall be reseeded within four (4) weeks of grading completion, with the exception of surfaces graded for the placement of structures. These surfaces shall be reseeded if construction of structures does not commence within 4 weeks of grading completion.

Monitoring: City staff shall site inspect during grading to monitor dust generation and four (4) weeks after grading to verify reseeding and to verify the construction has commenced in areas graded for placement of structures.

26. The applicant shall obtain proof of exemption or proof that a National Pollutant Discharge Elimination System Storm Water Permit from the California Regional

Water Quality Control Board has been applied for by registered mail. **Plan Requirements & Timing:** The applicant shall submit proof and City staff shall review and approve documentation prior to LUP issuance.

Monitoring: City staff shall review the documentation prior to LUP issuance.

Noise

27. Construction activity for site preparation and for future development shall be limited to the hours between 7:00 a.m. and 4:00 p.m., Monday through Friday. No construction shall occur on State holidays (e.g. Christmas, Thanksgiving, Memorial Day, 4th of July, Labor Day). Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities such as interior painting are not subject to these restrictions. Exceptions to these restrictions may be made in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning and Environmental Services. **Plan Requirements:** Two signs stating these restrictions shall be provided by the applicant and posted on site prior to commencement of construction. **Timing:** The signs shall be in place prior to beginning of and throughout all grading and construction activities. Violations may result in suspension of permits.

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

28. The following measures shall be incorporated to reduce the impact of construction noise:

    a. All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.

    b. Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and install acoustic barriers around significant sources of stationary construction noise.

    Plan Requirements and Timing: The above measures shall be incorporated into grading and building plan specifications.

    Monitoring: Planning and Environmental Services staff shall review the grading and building permits prior to issuance to verify compliance. The Planning and Environmental Services Building & Safety Division Inspector shall verify compliance on the construction site via periodic inspections.

29. New and existing heating, ventilation, and air conditioning equipment and other commercial/industrial equipment shall be adequately maintained in proper working order so that noise levels emitted by such equipment remain minimal.

Noise shielding or insulation for such equipment will be required if such equipment results in objectionable noise levels at adjacent properties. To be considered effective, such shielding should provide a 5-dBA-CNEL noise reduction. **Plan Requirements and Timing:** The above measures shall be incorporated into grading and building plan specifications.

Monitoring: Planning and Environmental Services staff shall review the grading and building permits prior to issuance to verify compliance. The Planning and Environmental Services Building & Safety Division Inspector shall verify compliance on the construction site via periodic inspections.

Public Services

30. The composite utility plan to be prepared by the applicant shall include the installation of three fire hydrants and the upgrading of the two, existing fire hydrants on site to serve the proposed project meeting all applicable Santa Barbara County Fire Department requirements. **Plan Requirements & Timing:** The composite utility plan identifying the location and specifications of the required fire hydrant shall be submitted for review and approval by the Santa Barbara County Fire Department as well as City staff and the DRB prior to LUP issuance. The required fire hydrants shall be installed and approved in the field by the Santa Barbara County Fire Department prior to any occupancy clearance.

    Monitoring: City staff shall verify compliance with the requirement to prepare a Fire Department approved composite utility plan prior to DRB preliminary/final review of the project. City staff shall verify Fire Department approval of the installed fire hydrant prior to any occupancy clearance.

Transportation/Traffic

31. Construction vehicle parking and/or staging of construction equipment or materials, including vehicles of construction personnel, is prohibited along both Coromar Drive and Cortona Drive. **Plan Requirements & Timing:** The applicant shall prepare a construction vehicle parking plan, including provisions for construction personnel parking and construction equipment/materials staging, for both on and offsite locations in the vicinity of the project site the precludes the need for any construction related parking or equipment/materials staging on either Coromar Drive or Cortona Drive. Said plan shall be reviewed and approved by City staff prior to issuance of any LUP for the project.

    Monitoring: City staff shall ensure compliance with this requirement prior to Director consideration of the project. City staff shall periodically monitor in the field to verify compliance throughout all construction activities.

Utilities and Service Systems

32. The applicant shall obtain a Can & Will Serve letter from the Goleta West Sanitary District (GWSD). **Plan Requirements & Timing:** The Can & Will Serve letter shall be submitted to the City prior to issuance of any LUP for the project.

Monitoring: City staff shall verify compliance prior to issuance of any LUP for the project.

33. The applicant shall obtain a Can & Will Serve letter from the Goleta Water District (GWD). **Plan Requirements & Timing:** The Can & Will Serve letter shall be submitted to the City prior to issuance of any LUP for the project.

Monitoring: City staff shall verify compliance prior to issuance of any LUP for the project.

34. A Waste Reduction and Recycling Plan (WRRP) shall be submitted to the Community Services Department for review and approval. Said plan shall indicate how a 50% diversion goal shall be met during construction including but not limited to the following:

    a. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete asphalt).
    b. During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite.
    c. The applicant/property owner shall contract with a City approved hauler to facilitate the recycling of all construction recoverable/recyclable material. (Copy of contract to be provided to the City.) Recoverable construction material shall include but not be limited to asphalt, lumber, concrete, glass, metals, and drywall.

Plan Requirement and Timing: This requirement shall be printed on the grading and construction plans. Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to occupancy clearance.

Monitoring: At the end of the project, applicant shall submit a Post-Construction Waste Reduction & Recycling Summary Report documenting the types and amounts of materials that were generated during the project and how much was reused, recycled, composted, salvaged, or landfilled.

35. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite. **Plan Requirements:** This requirement shall be printed on the grading and construction plans, and the applicant shall submit a post-

construction waste reduction and recycling summary to the Community Services Department. **Timing:** Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to occupancy clearance. The post-construction waste reduction and recycling summary shall be submitted within ten (10) days of waste disposal and recycling activities.

Monitoring: City staff shall verify compliance prior to occupancy clearance.

PROJECT SPECIFIC CONDITIONS

36. Compliance with Agency Letters:

    a. Fire Department letter dated June 6, 2007
    b. Air Pollution Control District letter dated May 29, 2007
    c. Community Services memorandum dated April 10, 2009

37. All drainage control facilities as noted in the Project Description and shown on sheets C-2.1 Phase II Grading & Drainage Plan and C-3.1 Phase III Grading & Drainage Plan (dated November 1, 2007), and associated plans shall be maintained for the life of the project by the applicant and/or operator. **Plan Requirements:** Maintenance of all drainage facilities for two (2) years from occupancy clearance of the last building shall be ensured through a performance security provided by the applicant. **Timing:** All drainage control facilities shall be installed (landscaped and irrigated subject to City inspection and approval) prior to approval of the first Land Use Permit for a building. The performance security shall be released upon expiration of the two (2) year period provided such facilities have been installed per plans and maintained in good working order.

    Monitoring: City staff shall verify installation of all drainage improvements and posting of the required maintenance security prior to approval of the first Land Use Permit for a building. City staff shall field inspect to verify adequate drainage system maintenance by the applicant/property owner in perpetuity.

38. All geotechnical and liquefaction conditions specified within the Geotechnical Reports (August 21, 2000) and Preliminary Foundation Investigation (June 6, 2006), by Pacific Materials Laboratory shall be indicated on all plans submitted to Building & Safety.

    Monitoring: City staff shall verify conditions on all plans submitted to Building & Safety.

39. The applicant shall pay all applicable development impact fees under the City of Goleta Development Impact Fee program in full. **Plan Requirements and Timing:** Payment amounts are estimated below, and shall be based on the fees in effect and applicable at the time fees are due.

Recreation C&I	$2,072/1000 square feet	Due at Final Inspection
Transportation	$14,445/1000 square feet	Due at Land Use Permit
Fire Protection	$0.20/ square foot	Due at Final Inspection
Fire Facility	$700/1000 square feet	Due at Final Inspection
Library	$190/1000 square feet	Due at Final Inspection
Public Admin	$841/1000 square feet	Due at Final Inspection
Sheriff	$433/1000 square feet	Due at Final Inspection

Monitoring: The City of Goleta shall ensure payment is made as required.

40. The applicant shall pay the required affordable housing in-lieu fee of $53,468.80 for Phase II and $70,928.00 for Phase III for a total fee of $124,396.80 prior to issuance of a land use permit.

DEVELOPMENT PLAN CONDITIONS

41. Approval of the Development Plan shall expire five (5) years after approval, unless prior to the expiration date, substantial physical construction has been completed on the Development Plan or a Time Extension has been applied for by the applicant. The decision maker with jurisdiction over the project may, upon good cause shown, grant a time extension for one year.

42. If the applicant requests a Time Extension, the project may be revised to include updated language to standard conditions and/or may include revised/additional conditions which reflect changed circumstances or additional identified project impacts. Fees shall be those in effect at the time of issuance of a Land Use Permit.

43. No permits for development, including grading, shall be issued except in conformance with the approved Development Plan. The size, shape, arrangement, use, and location of buildings, walkways, parking areas, drainage facilities, and landscaped areas shall be developed in substantial conformity with the approved Development Plan marked Planning Commission Hearing Exhibits #1 dated May 11, 2009. Substantial conformity shall be determined by the Director of Planning and Environmental Services.

44. The Development Plan approval runs with the land and the rights and obligations thereof, including responsibility to comply with conditions of approval shall be

binding upon successors in interest in the real property unless or until such permits are expressly abandoned.

45. On the date a subsequent Preliminary or Final Development Plan or Development Plan Amendment or Revision is approved for this site, any previously approved but unbuilt plans shall become null and void.

46. Planning and Environmental Services Compliance Review shall be required. The applicant agrees to pay Compliance Review fees prior to Land Use Permit issuance to cover full costs of compliance monitoring. The decision of the Director shall be final in the event of any dispute.

47. Prior to approval of the first Land Use Permit for general grading and/or buildings for development, the applicant shall pay all applicable City of Goleta permit processing fees in full. Prior to the start of any work on-site, the applicant shall request and attend a preconstruction meeting that includes monitor(s), project superintendent, architect, subcontractors, as well as City representatives including staff from Planning and Environmental Services and Community Services.

48. The applicant shall pay the statutory school fees in effect at the time of issuance of each building permit to the appropriate school districts and/or shall mitigate school impacts by other measures consistent with State law. The applicant shall submit final square footage calculations and a copy of the fee payment to the school districts prior to issuance of each building permit.

49. All work within the public right-of-way, including but not limited to utilities and grading, shall be explicitly noted on the building plans. The applicant shall obtain all necessary encroachment permits from the City of Goleta Community Services Department prior to issuance of building permits for all work and construction that encroach within or over the public right-of-way, including, but not limited to, water meters, backflow devices, signs, and curb/gutter/sidewalk improvements.

50. Any temporary building, trailer, commercial coach, etc. installed or used in connection with construction of this project shall comply with the requirements of Section 35-281, Article III of the City's Municipal Code.

51. The applicant shall be responsible for informing all subcontractors, consultants, engineers, or other business entities providing services related to the project of their responsibilities to comply with all pertinent requirements herein in the City of Goleta Municipal Code, including the requirement that a business license be obtained by all entities doing business in the City as well as hours of operation requirements in the City.

GENERAL CONDITIONS

52. No signs are authorized with this permit. All signs require separate permits and shall comply with City of Goleta Chapter 35, Article I, Sign Regulations, with setbacks specified in Article III, Inland Zoning Ordinance.

53. Before using any land or structure, or commencing any work pertaining to the erection, moving, alteration, enlarging, or rebuilding of any building, structure, or improvement, the applicant shall obtain a Land Use Permit (LUP) and Building Permit(s) if required from the Planning and Environmental Services Department. These permits are required by ordinance and are necessary to ensure implementation of the conditions required by the Director of Planning & Environmental Services.

54. All applicable final conditions of approval shall be printed in their entirety on applicable pages of all plans submitted for approval of any LUP and/or building permit for the proposed project.

55. This permit is granted for the property described in the application on file with the Planning and Environmental Services Department and may not be transferred from one property to another.

56. When exhibits and/or written Conditions of Approval are in conflict, the written Conditions of Approval shall prevail.

57. If the applicant, owner or tenant fails to comply with any of the conditions of this permit, the applicant, owner or tenant may be subject to a civil fine pursuant to the City Code and/or permit revocation.

58. The applicant shall be responsible for the completeness and accuracy of all forms and supporting materials submitted in connection with any application. Any errors or discrepancies found therein may constitute grounds for the revocation of any approvals.

59. Any new or changed use on the site shall be subject to appropriate review by the City, including building code compliance and environmental review if applicable.

60. Revised plans and building elevations incorporating all conditions of approval for this project shall be coordinated and submitted to Planning and Environmental Services as one package in accordance with plan check requirements. All plans, including site, grading, landscape, irrigation, mechanical, and street improvement plans shall be reviewed for condition compliance prior to issuance of any permits such as grading, building, or encroachment permits. Any change to the size, colors, construction materials, design or location of any structure onsite, or other

site or landscape improvements, except to the extent such changes are deemed in substantial conformity, shall not be made without prior City approval.

61. Applicant agrees, as a condition of this approval, at applicant's expense, to defend, indemnify and hold harmless the City of Goleta or its agents, officers and employees from any claim, action or proceeding against the City of Goleta or its agents, officers or employees, to attack, review, set aside, void, or annul, in whole or in part, the City of Goleta approval of the Development Plan or any condition attached thereto or any proceedings, acts, or determinations taken, done or made prior to the approval that were part of the approval process.

62. In the event that any condition imposing a fee, exaction, dedication or other mitigation measure is challenged by the project sponsors in an action filed in a court of law or threatened to be filed therein which action is brought within the time period provided for by law, this approval shall be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action. If any condition is invalidated by a court of law, the entire project shall be reviewed by the City of Goleta and substitute conditions may be imposed.

Fire Department

"Serving the community since 1926"

4410 Cathedral Oaks Road
Santa Barbara, CA 93110-1042
(805) 681-5500 FAX (805) 681-5563

John M. Scherrei
Fire Chief
County Fire Warden

June 6, 2007

Ms. Laura Vlk, Planner
City of Goleta
Planning and Environmental Services
130 Cremona Drive, Suite B
Goleta, CA 93117
lvlk@cityofgoleta.org

Dear Ms. Vlk:

SUBJECT: APN: 073-150-013; Permit #: 07GPC-103-DP/DRB
Site: 26 Coromar Drive, Goleta
Project Description: Addition to Commercial Building

The above project is located within the jurisdiction of the Santa Barbara County Fire Department. To comply with the established standards, we submit the following with the understanding that the Fire Protection Certificate application may involve modifications, which may determine additional conditions.

PRIOR TO BEGINNING ANY WORK THE FOLLOWING CONDITIONS MUST BE MET

1. Submit an Operation and Maintenance (O&M) plan for a vapor barrier that is to be placed beneath the footprint of the proposed building addition.

2. Approval and implementation of a Soil Management Plan.

PRIOR TO ERECTION OF COMBUSTIBLE BUILDING MATERIALS THE FOLLOWING CONDITIONS MUST BE MET

3. Removal and proper management of contaminated soil and/or groundwater generated during grading and excavation.

4. Stop work immediately and contact the County Fire Department, Hazardous Materials Unit (HMU) at 686-8170 if visual contamination or chemical odors are detected while implementing the approved work at this site. Resumption of work requires approval of the HMU.

5. All access ways (public or private) shall be installed and made serviceable. Roadway plans, acceptable to the fire department, shall be submitted for approval prior to any work being undertaken.

6. Placement of a chemical vapor barrier beneath the footprint of the proposed building addition.

7. **Three (3)** fire hydrants shall be installed. The hydrants shall be located per fire department specifications and shall flow **1250** gallons per minute at a 20 psi residual pressure. The spacing between hydrants shall be no greater than 300 feet. Prior to installation, plans showing locations, size and type of hydrants, valves, main lines and lateral lines shall be approved by the fire department.

   The existing two Goleta Water District hydrants (#153 and #164) need to be upgraded to consist of one 4-inch outlet and two 2½ -inch outlets.

PRIOR TO OCCUPANCY CLEARANCE THE FOLLOWING CONDITIONS MUST BE MET

8. If the proposed project includes the addition of, adds to or modifies the storage, handling or dispensing of hazardous material, plans shall be submitted to this department for review and approval prior to installation and/or modification. Any system must be in compliance with the Uniform Fire Code and all applicable hazardous materials laws and regulations.

9. Annual permits for the use and storage of hazardous and/or flammable materials/wastes are required. To determine if your business requires the issuance of an annual permit, please contact the Hazardous Materials Unit for additional information and application procedures (805-686-8167).

   A Hazardous Materials Business Plan shall be required if your business stores or handles any hazardous materials or hazardous waste at any one time during a calendar year in quantities equal to or greater than: 55 gallons, 500 pounds, or 200 cubic feet of a compressed gas at standard temperature and pressure. Please contact the Hazardous Materials Unit for additional information and application procedures.

10. Building address numbers shall be posted in conformance with fire department standards.

11. If the proposed project includes the addition of, adds to or modifies the storage, handling or dispensing of hazardous material, plans shall be submitted to this department for review and approval prior to installation and/or modification. Any system must be in compliance with the Uniform Fire Code and all applicable hazardous materials laws and regulations.

12. Santa Barbara County Fire Department fire sprinkler system requirements shall be met. Fire sprinkler system plans shall be approved prior to installation. Location of any fire department connection shall be determined by the fire department.

13. Payment of development impact fees is required. The fees shall be computed on each new building, including non-habitable spaces.

    Fees will be calculated as follows:

    Mitigation Fee at $.10 per square foot
    Goleta Fees

COMMENTS

This project will need to be designed by a Fire Protection Specialist for the following reasons:

a. The floor area will be too large for a single sprinkler riser upon Phase 3 completion.

b. The current sprinkler system is possibly inadequate for Phase 2 expansion.

c. The fire hydrant spacing cannot be greater than 300 feet.

d. Fire lanes of at least 20 feet are required around the building.

The Site Mitigation Unit (SMU) of the County Fire Department is currently working on soil and groundwater contaminated chlorinated volatile organic compounds at this property. The SMU will require on-going access for additional assessment and remediation near the east end of the existing building. This will also include on-going Operation and Maintenance of the recently installed sub-slab depressurization, vapor mitigation system for the existing building.

These conditions apply to the project as currently described. Future changes, including but not limited to further division, change of occupancy, intensification of use, or increase in hazard classification, may require additional mitigation to comply with applicable development standards in effect at the time of change.

In the interest of life and fire safety,

Glenn Fidler

Glenn Fidler, Inspector

c: Goleta Water District, 4699 Hollister Avenue, Goleta, CA 93110
Hazardous Materials Unit
APN/Chron

Our Vision Clean Air

Santa Barbara County
Air Pollution Control District

May 29, 2007

Laura Vlk, Project Planner
Planning & Environmental Services
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

SUBJECT: Renco Encoders, Phases II & III, 26 Coromar Drive, Goleta

Dear Laura,

The Santa Barbara County Air Pollution Control District (APCD) has the following preliminary comments regarding the construction of a new manufacturing clean room and other associated construction at the existing Renco Encoders facility.

1. Dust mitigation measures (attached) are required for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the APCD prior to issuance of land use clearance.

2. A completed "Asbestos Demolition/Renovation Notification" form (attached) must be delivered to the APCD no later than the date specified in Section I.B.1 of the instructions.

3. APCD permits are required for:
   - Clean room operations (for emissions of reactive organic compounds)
   - Cooling Tower (for emissions of particulate matter)
   - Any boilers or water heaters subject to APCD Rules and Regulations
   - Any backup/emergency diesel-powered generators over 50 bhp

APCD permits must be issued prior to land use clearance.

Please contact me at 961-8893 if you have any questions.

Sincerely,

Vijaya Jammalamadaka

Vijaya Jammalamadaka
Air Quality Specialist
Technology and Environmental Review Division

cc: Mike Goldman, APCD
Project File (City of Goleta: Renco Encoders)
TEA Chron File

Santa Barbara County
Air Pollution Control District
260 North San Antonio Road, Suite A • Santa Barbara, CA • 93110 • www.sbcapcd.org
805.961.8869 • 805.259.7332 (cell) • 805.961.8801 (fax)
Our Vision Clean Air
Michael T. Zois, REA
Inspector
zoism@sbcapcd.or

Attachments (2)
\\sbcapcd.org\shares\groups\pca\wp\pcacorr\goleta renco encoders phase 2 project.doc

CITY OF GOLETA

MEMORANDUM

DATE: April 10, 2009

TO: Laura Vlk, Associate Planner

FROM: Diana White, Assistant Engineer

SUBJECT: 26 COROMAR DRIVE, APN 073-150-013, CASE NO. 07-103-DP, -DRB CONDITIONS OF APPROVAL

Below are the recommended Conditions of Approval from Community Services:

A. PRIOR TO ENCROACHMENT PERMIT ISSUANCE

1. Owner shall submit to the Community Services Department two copies of a separate public improvement plan prepared by a registered civil engineer. This plan may be incorporated into the Building Plan set, with additional public improvement plan sheets provided unbound.

    a) **Cortona Drive Public Improvements:** As determined by the Community Services Department, the improvements shall include but not be limited to:

        1) Installation of a City standard sidewalk along the property frontage on Cortona Drive.

        2) Installation of a parkway with city street trees and other landscaping (as approved by the Manager of Parks and Open Space) along the property frontage on Cortona Drive.

        3) All existing and proposed driveway curb cuts on Cortona Drive and shall be ADA compliant.

        4) Install City standard curb drain outlet(s) near the northeast corner of property on Cortona Drive. All site drainage shall be filtered prior to reaching the public right of way.

        5) Install 6" concrete filled pipe bollards on each side of the new fire hydrant to be installed at the northeast property corner on Cortona Drive.

2. No sheet flow drainage is allowed over the sidewalk or driveway in the public right of way.

3. Property owner shall Offer to Dedicate Reciprocal Shared Access Agreement with adjoining parcels, APNs 073-150-025, 073-150-011 and 073-1450-012

4. All existing survey monuments shall be preserved and/or reset.

5. The property frontage and adjacent property frontages, and parking and staging areas at the construction site shall be swept daily to decrease sediment transport to the public storm drain system and dust.

B. PRIOR TO CERTIFICATE OF OCCUPANCY

Prior to issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:

1. Repair any damaged public improvements (curbs, gutters, sidewalks, etc.) caused by construction subject to the review and approval of the Community Services Department.

If you have any questions, please contact me at x7564.

DW/

cc: Marti Schultz, Principal Civil Engineer (via email)

ATTACHMENT 3

PROPOSED FINAL MITIGATED NEGATIVE DECLARATION DATED MAY 1, 2009

CITY OF GOLETA

CITY OF GOLETA
PROPOSED FINAL MITIGATED NEGATIVE DECLARATION
09-MND-001
May 1, 2009

1. **PROJECT TITLE:** Renco Encoders Addition; Case No. 07-103-DP

2. **LEAD AGENCY NAME AND ADDRESS:** City of Goleta, 130 Cremona Drive, Suite B, Goleta, CA 93117

3. **CONTACT PERSON AND PHONE NUMBER:** Laura Vlk, Associate Planner; (805) 961-7546

4. **APPLICANT:**
Tim Rose, Controller
Robert M. Setbacken, President
Renco Encoders
26 Coromar Drive
Goleta, CA 93117

AGENT:
David L. Burke
Burke Design
4141 State Street
Suite C 4.1
Santa Barbara, CA 93110

5. **PROJECT LOCATION:** 26 Coromar Drive

6. **PROJECT DESCRIPTION:** The applicant requests approval of a Final Development Plan (FDP) for an as-built permit for the existing development on site (approved prior to the requirement of FDP's), and a clean room and office addition located at 26 Coromar Drive. The parcel has a General Plan land use designation of Business Park (I-BP) and a zoning designation of Industrial Research Park (M-RP). Specific elements of the overall project include the following:

Final Development Plan (07-103-FDP)
The proposed project includes an as-built permit for the existing, approved development on site which includes a 33,600-square foot manufacturing building, a 360-square foot compressor room, a 400-square foot storage garage, a 1,000-square foot hazardous materials building, and a 2,160-square foot covered storage area. The remainder of the project will be planned in two phases, a clean room addition being Phase II, and the office addition being Phase III. Phase I consisted of the approval of the 1,000-square foot hazardous materials

building, which was approved and constructed under City case number 06-093-SCD; LUP.

Phase II consists of a new 8,800-square foot clean room addition attached to the eastern side of the main manufacturing building, two 400-square foot storage outbuildings on the north side of the building (the most westerly outbuilding will be 18' x 22'4" and the other is proposed to be 18' x 20'), and the demolition of 1,760-square feet of the covered storage area. The maximum height of the new, cleanroom addition would be 25'8" measured from finished grade to the top of the walls of the addition, which also serve as a 1'6" parapet wall (measured from the maximum height of the proposed structure – the roof ridge). The outbuildings will have a maximum height of 12'8", from finished grade to the top of the roof.

The proposed Phase II structure would be primarily located on existing pavement and unused vacant land on the east side of the existing building. Site drainage is proposed to remain as sheet flow into existing on site storm drains. Access to the site would be from three (3) existing driveways; one is a right turn only drive off of Cortona Drive near the northwest corner of the site, another is a two-way access from Cortona Drive near the northeastern corner of the site, and the last is a two-way access from Coromar Drive near the southwestern corner of the site.

Phase II conforms with all applicable setbacks with the exception of the second front-yard setback, which is required to be 80' from the centerline of Cortona Drive and 50' from the right-of-way line of Cortona Drive. The existing parking lot on the northern side of the building encroaches into the second, front-yard setback by approximately 62' and 35' respectively. As a part of the FDP application, the applicant is requesting a modification for this existing setback encroachment. A total of 98 parking spaces (typical size is 17' x 9') and three (3) truck loading spaces (30' x 10') would be provided on site. Seven (7) bicycle parking spaces would be located at the patio slab area at the east side of the cleanroom building. Pedestrian access would be provided by an existing sidewalk along the Coromar Drive frontage and a new sidewalk along the Cortona Drive frontage will be provided by the applicant as a part of this project.

Of the 155,580-square foot site area, Phase II structural development (inclusive of existing development on site, and Phase II development) would occupy a footprint of 45,360-square feet (29.15% of the site), paved areas would occupy 61,796-square feet (39.7% of the site) and landscaping would cover the remaining 49,424-square feet (31.8%) of the site.

Phase III includes a 10,400-square foot, two-story office addition attached to the east of the existing manufacturing building and to the south of the Phase II proposed cleanroom.

The maximum height of the new, office addition would be 31'4" measured from finished grade to the top of the walls of the addition, which also serve as a 1'3" parapet wall (measured from the maximum height of the proposed structure – the roof ridge). Vehicular and pedestrian access, bicycle parking facilities, and setback modification issues would be identical to that proposed in Phase II. A total of 110 parking spaces (typical size is 17' x 9') and three (3) truck loading spaces (30' x 10') would be provided on site.

Of the 155,580-square foot site area, Phase III structural development (inclusive of existing development on site and Phases II and III development) would occupy a footprint of 50,160-square feet (32.2% of the site), paved areas would occupy 53,611-square feet (34.56% of the site) and landscaping would cover the remaining 52,409-square feet (33.7%) of the site.

7. DISCRETIONARY APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES:
N/A

8. SITE INFORMATION:

Site Information	
General Plan Land Use Designation	Business Park (I-BP)
Zoning Designation	Industrial Research Park (M-RP)
Site Size	155,580-square feet (3.572 acres)
Present Use and Development	Research and Manufacturing; a 33,600-square foot manufacturing building, a 360-square foot compressor room, a 400-square foot storage garage, a 1,000-square foot hazardous materials building, and a 2,160-square foot covered storage area.
Surrounding Uses/Zoning	North: Cortona Drive; manufacturing/industrial uses South: Manufacturing/industrial use East: Vacant field Northeast Manufacturing/industrial uses West: Coromar Drive, manufacturing/industrial uses
Access	Existing: Three (3) existing driveways; one is a right turn only drive off of Cortona Drive near the northwest corner of the site, another is a two-way access from Cortona Drive near the northeastern corner of the site, and the last is a two-way access from Coromar Drive near the southwestern corner of the site. Proposed: Three (3) existing driveways; one is a right turn only drive off of Cortona Drive near the northwest corner of the site, another is a two-way access from Cortona Drive near the northeastern corner of the site, and the last is a two-way access from Coromar Drive near the southwestern corner of the site.

Site Information		
Utilities & Public Services	Water Supply: Sewage: Power: Fire:	Goleta Water District Goleta West Sanitary District Southern California Edison Santa Barbara County Fire Department

9. ENVIRONMENTAL SETTING

The Renco Encoders project site is a 3.572-acre property within an urbanized, predominantly manufacturing/research/industrial area of the City. The site is bound on the north by Cortona Drive, to the east by a vacant field, to the northeast by a commercial/industrial use, to the south by a commercial/industrial facility, and to the west by Coromar Drive. Operations on site include the designing and manufacturing of rotary optical encoders for a wide variety of electronic instrument applications. Existing, approved development on site includes a 33,600-square foot manufacturing building, a 360-square foot compressor room, a 400-square foot storage garage, a 1,000-square foot hazardous materials building, and a 2,160-square foot covered storage area.

The north side of the building faces Coromar Drive and is landscaped with turf grass, two Canary Island Palm trees, and three Mexican fan palms. Asiatic jasmine and juniper have been planted near the front entrance of the building and in planters adjacent to the parking lots. Other landscaped features include a Eugenia hedgerow along the eastern property line, a podocarpus hedgerow along the southern property line and a Canary Island palm tree and small picnic area adjacent to the parking lot on the east side of the building. The topography of the parcel is nearly flat, with less than a one (1) percent slope toward the northeast (Biological Assessment, 26 Coromar Drive, Watershed Environmental, July 11, 2006).

According to City records, the main building on site was approved in 1964, and additions to that building were approved in 1996. In 2006, the 1,000-square foot hazardous materials storage building (with associated paving and landscape improvements) was approved. Access to the site would be from three (3) existing driveways; one is a right turn only drive off of Cortona Drive near the northwest corner of the site, another is a two-way access from Cortona Drive near the northeastern corner of the site, and the last is a two-way access from Coromar Drive near the southwestern corner of the site. The Coromar Drive frontage contains a right of way for the street and a sidewalk that stretches the length of the frontage. The Cortona Drive frontage contains a right of way for the street.

10. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project as indicated by the checklist and analysis on the following pages.

- ■ Aesthetics
- ☐ Agricultural Resources
- ■ Air Quality
- ■ Biological Resources
- ■ Cultural Resources
- ■ Geology/Soils
- ■ Hazards and Hazardous Materials
- ■ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ■ Noise
- ■ Population/Housing
- ■ Public Services
- ☐ Recreation
- ■ Transportation/Traffic
- ■ Utilities/Service Systems
- ■ Mandatory Findings of Significance

11. DETERMINATION

On the basis of this environmental checklist/initial study:

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

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

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

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

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

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

Patricia S. Miller — 5.1.09

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

12. EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

13. ISSUE AREAS:

AESTHETICS

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

Existing Setting

The project site is surrounded by manufacturing/industrial development in a business park area centered around the Hollister Avenue/Coromar Drive intersection. Surrounding structures range from one to two stories, and this area of the City does not exhibit any particular architectural theme. The southern property line is lined with a tall podocarpus hedgerow that screens views of the building to the south and Hollister Avenue. The northern and eastern property lines are sporadically lined with landscaping that contributes to screening Cortona Drive and surrounding properties from development on site.

Thresholds of Significance

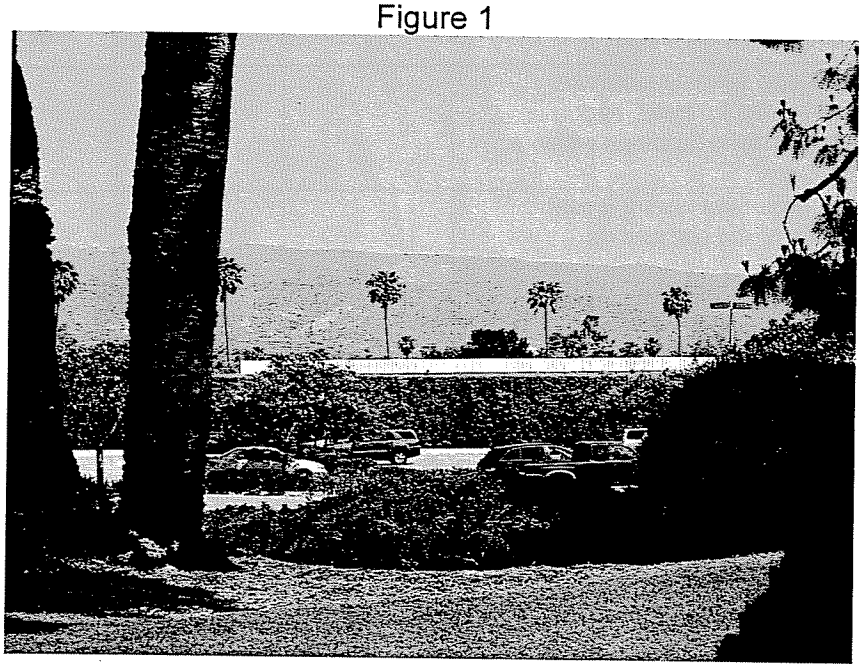
A significant aesthetic impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additionally, the City's *Environmental Thresholds & Guidelines Manual* instructs the project evaluator to assess visual/aesthetic impacts through a two step process. First, the visual resources of the project site must be evaluated including the physical attributes of the site, its visual uniqueness, and its relative visibility from public viewing areas. Of particular concern are visibility from coastal and mountain areas, as well as its visibility from the urban fringe and travel corridors. Secondly, the potential impact of the project on visual

resources located onsite and on views in the project vicinity which may be partially or wholly obstructed must be determined. This step includes an evaluation of the project's consistency with City and State policies on the protection of visual resources.

Project Specific Impacts

a) Although more expansive views of the surrounding area from Hollister Avenue and Coromar Drive are limited due to existing development and landscaping in the vicinity of the project site, views of the Santa Ynez Mountains are available from many vantage points in the area. For instance, fairly expansive views of the Santa Ynez Mountains are available from the Hollister/Coromar intersection as illustrated in Figure 1.

Figure 1



The project would locate the proposed clean room and two story office addition to the eastern side of the existing building, which has a total height of 24'9," (General Plan policy VH-5.7(i) requires roof top equipment to be considered a part of the structure height. The existing mechanical equipment reaches of height of 24'9," and no new mechanical equipment will exceed this height). The clean room proposed as a part of Phase II would have a maximum height of 25' 8" (no rooftop equipment is proposed for this building). The height of the office addition proposed as a part of Phase III would have a maximum height of 31'4" (no rooftop equipment is proposed for this building). The maximum structure height in the M-RP zone district is 35.' Therefore, the proposed height of the additions are a less than significant impact.

Views to the south, east and west do not qualify as "scenic vistas" and have not been identified as such per the Visual and Historic Resources Element of the City's General Plan, and therefore, would not be significantly affected by the proposed additions. The Visual and Historic Resources Element does however identify the view to the north from the Hollister Avenue/Cremona Drive intersection as a "scenic view to be protected." Views from this intersection would experience some blockage, but due to the height of the existing podocarpus hedgerow along the property's southern property line, the height of the existing two story building on the adjacent parcel to the south, and height and density of landscaping along Hollister Avenue such obstruction would not be considered significant. Given the fact that the proposed structure would not significantly project above the existing shrubbery line, and existing, adjacent development height from this location, project generated visual impacts on the Hollister Avenue/Cremona Drive scenic vista would be less than significant.

b) The proposed project does not lie within, or affect any views from a scenic highway as designated by the State of California. As such, the project would not result in any impacts on scenic resources within a scenic highway viewshed.

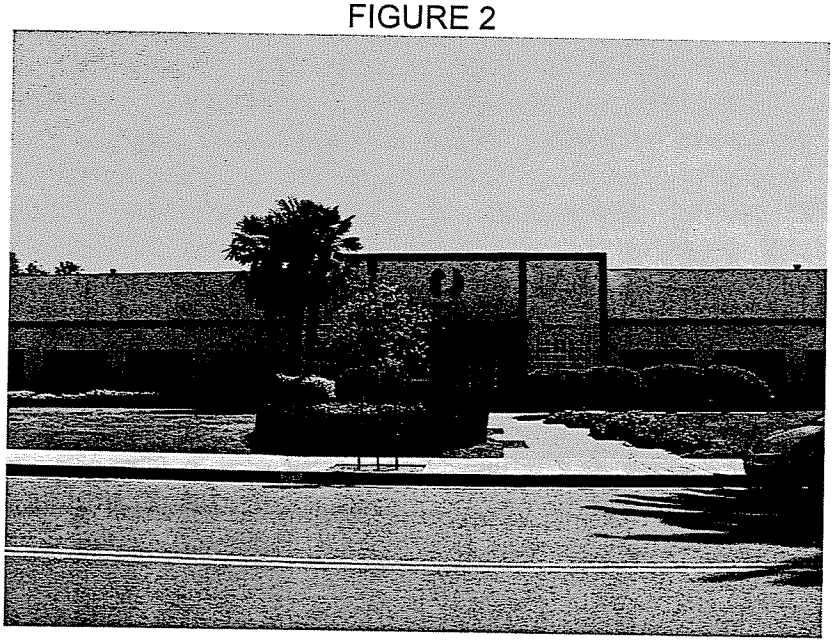
c) Existing development surrounding the project site is comprised of manufacturing/industrial buildings of both one (1) and two (2) stories. The proposed clean room addition (Phase II) would have a maximum height of 25'8," and the proposed two story, office addition would have a maximum height of 31'4." These proposed heights would be less than the maximum height allowed the M-RP zoning designation of 35-feet. Moreover, the project includes architectural detailing that will blend the proposed additions into the existing architectural theme of the existing building. This includes the continuation of the existing architectural accent band around the building, use of the same materials and colors for the proposed additions, and the use of parapet walls to match the existing parapet wall. If the proposed additions are not built in conformance with the existing project description, they could be visually obtrusive and create an adverse visual impact on the visual character and quality of both the project site as well as the surrounding neighborhood. Such visual impacts are considered potentially significant.

Project landscaping is an integral component of any development proposal to ensure minimization of adverse visual impacts and effects on neighborhood compatibility. The submitted preliminary landscape plan includes perimeter and parking area landscaping covering 31.8% of the lot area for Phase II and 33.7% for Phase III, both exceeding the M-RP zoning designation minimum amount of landscaping of 30% of the lot area. The existing, mature landscaping along the western and northern property lines will remain in place while the landscaping along the eastern and southern property lines will be slightly expanded and enhanced. Again, if the proposed additions are not built in conformance with the existing project description, they could be visually obtrusive and create an

adverse visual impact on the visual character and quality of both the project site as well as the surrounding neighborhood. Such visual impacts are considered potentially significant.

Signage is also an important element of development projects. The proposed project is an expansion of an existing use via additions to an existing building owned and occupied Renco Encoders (Renco). Renco has one existing, un-lit sign on the front of the existing building as shown in Figure 2. The City's current sign regulations (Article I, Chapter 35 of the Municipal Code) requires that signs in commercial and industrial districts are subject to the limitations and restrictions set forth in Section 35-17 to ensure that all such signage is designed to "harmonize by regulations the legitimate private purpose of signs; that is, the identification and promotion of the seller to the buyer, with the public purpose of public safety, health, and welfare (Section 35-2). Signage that is not carefully designed and located can have a significant adverse effect on the visual quality of an area or neighborhood. Since the project does not include a request for any additional signage or changes to the existing sign, the project does not create a visual impact related to signage.

FIGURE 2



Finally, as stated above in "a," the project may require both roof mounted heating, ventilating and air conditioning (HVAC) equipment as well as ground mounted utility connections. If not properly screened and/or integrated into the project design and landscaping plan, such roof-mounted equipment and above ground utility connections can be visually obtrusive and create an adverse visual impact on the visual character and quality of both the project site as well as the surrounding neighborhood. Such visual impacts are considered potentially significant.

d) Both Phases of the project would require exterior lighting to light first floor walkways and parking areas for safety purposes. If not properly shielded and directed, such light could expose neighboring development to unwanted night lighting and glare. Such night lighting impacts would be potentially significant.

Cumulative Impacts

Due to the potential project specific visual impacts posed by project night lighting, project contributions to cumulative visual/aesthetic impacts would also be considered potentially significant.

Required/Recommended Mitigation Measures

1. The proposed project shall be submitted for Preliminary/Final Review by DRB consisting of complete site plan, architectural floor plans, exterior elevations and landscape plans. The preliminary development plans shall be revised to address the issues raised by DRB in its Conceptual Review and shall also incorporate all applicable mitigation measures/conditions of approval. **Plan Requirements & Timing:** Project plans shall be revised and resubmitted to DRB for review and approval prior to issuance of a Land Use Permit ("LUP") for the project.

   Monitoring: City staff shall verify that the project is constructed per the final architectural plans approved by DRB prior to issuance of any certificate of occupancy.

2. To ensure installation and long-term maintenance of the approved landscape plan, the applicant shall enter into an agreement to install required landscaping and water-conserving irrigation systems as well as maintain required landscaping for the life of the project per the Design Review Board (DRB) approved final landscape plan. **Plan Requirements and Timing:** The applicant shall sign the landscape installation and maintenance agreement prior to issuance of any LUP for the project. Performance securities for installation and maintenance for at least three (3) years shall be reviewed and approved by City staff prior to issuance of any LUP for the project.

   Monitoring: City staff shall photo document installation prior to occupancy clearance and shall check maintenance as needed. Release of any performance security requires City staff signature.

3. All exterior night lighting shall be of low intensity/low glare design, and shall be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels. Exterior lighting fixtures shall be kept to the minimum number and intensity needed to ensure the public safety of employees, and visitors to the industrial/manufacturing center. All upward directed exterior

lighting shall be prohibited to protect night sky views of the stars. All exterior lighting fixtures shall be appropriate for the architectural style of the proposed structure and the surrounding area. The applicant shall develop a lighting plan incorporating these requirements and provisions for dimming lights after 10:00 p.m. **Plan Requirements**: The locations of all exterior lighting fixtures and an arrow showing the direction of light being cast by each fixture and the height of the fixtures shall be depicted on the preliminary/final lighting plan and shall be reviewed and approved by the DRB and City staff. **Timing:** The preliminary/final lighting plan shall be reviewed and approved by the DRB and City staff prior to LUP issuance.

Monitoring: City staff shall inspect all exterior lighting to verify that exterior lighting fixtures have been installed consistent with their depiction on the final lighting plan.

4. To prevent construction and/or employee trash from blowing offsite, covered receptacles shall be provided onsite prior to commencement of grading or construction activities. Waste shall be picked up weekly or more frequently as directed by City staff. **Plan Requirements & Timing:** Prior to issuance of any LUP for the project, the applicant shall designate and provide to City staff the name and phone number of a contact person(s) to monitor construction trash/waste and organize a clean-up crew. Additional covered receptacles shall be provided as determined necessary by City staff. This requirement shall be noted on all plans. Trash control shall occur throughout all grading and construction activities.

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

5. The applicant shall submit a composite utility plan for DRB and City staff preliminary/final review. All external/roof mounted mechanical equipment (including HVAC condensers, switch boxes, etc.) shall be included on all building plans and shall be designed to be integrated into the structure and/or screened in their entirety from public view. **Plan Requirements & Timing:** Detailed plans showing all external/roof mounted mechanical equipment shall be submitted for review by City staff and the DRB prior to LUP issuance.

Monitoring: City staff shall verify installation of all external/roof mounted mechanical equipment per the approved plans prior to the approval of any certificate of occupancy.

6. All utility service connections and above-ground mounted equipment such as backflow devices, etc, shall be shall be screened from public view, not located within a public right-of-way, and/or painted in a soft earth-tone color(s) (red is prohibited) so as to blend in with the project. Screening may include a

combination of landscaping and/or masonry or lattice walls. Whenever possible and deemed appropriate by City staff, utility transformers shall be placed in underground vaults. All gas and electrical meters shall be concealed and/or painted to match the building. All gas, electrical, backflow prevention devices and communications equipment shall be completely concealed in an enclosed portion of the building, on top of the building, or within a screened utility area. All transformers and vaults that must be located within the right-of-way shall be installed below grade unless otherwise approved by the City, and then must be completely screened from view. **Plan Requirements & Timing:** The site and building plans submitted for DRB preliminary/final review shall identify the type, location, size, and number of utility connections and above-ground mounted equipment as well as how such equipment would be screened from public view and the color(s) that it would be painted so as to blend in with the project and surrounding area.

Monitoring: City staff shall verify that all above-ground utility connections and equipment is installed, screened, and/or painted per the approved plans.

7. All new utilities on the subject property shall be installed underground. **Plan Requirements & Timing:** All composite utility plans for the project shall note this undergrounding requirement and shall be submitted for City staff review prior to LUP issuance.

Monitoring: City staff shall verify compliance in the field prior to occupancy clearance.

Residual Impact

With implementation of these mitigation measures, residual project specific and project contributions to cumulative aesthetic impacts would be considered less than significant.

AGRICULTURAL RESOURCES

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

Existing Setting

The project site is located within a manufacturing/industrial business park, which has been developed as such for many years (the existing building on site was approved in 1964). Soils on site consist of primarily Camarillo Variant, fine sandy loam, Ca, and a small amount of Goleta fine sandy loam, GcA, which is considered prime soil.

Thresholds of Significance

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

Project Specific Impacts

a-c) A portion of the project site is sited as being comprised of the prime soil Goleta fine sandy loam, GcA (U.S. Department of Agriculture, Soil Conservation Service and Forest Service, 1981. Soil Survey of Santa Barbara County, California South Coastal Part). However, this portion of the site was not conserved upon the initial manufacturing/industrial development of the site in the 1960's; therefore, the soil was converted at that time. As a result, the proposed project would not convert and any Prime Farmland. Furthermore, the proposed project would not convert any Unique Farmland, or Farmland of Statewide Importance as mapped by the California Resources Agency. There are no agriculturally zoned properties or properties under a Williamson contract in the vicinity of the project site. The proposed project would not result in any environmental changes that would involve the conversion of any farmland to non-agricultural uses and therefore the project would have no impact on agricultural resources in the area.

Cumulative Impacts

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

Required/Recommended Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

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

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Unclassif -iable
a. Conflict with or obstruct implementation of the applicable air quality plan?		■			
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		■			
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			■		
d. Expose sensitive receptors to substantial pollutant concentrations?		■			
e. Create objectionable odors affecting a substantial number of people?			■		
Greenhouse Gases					
f. Emissions equivalent to or greater than 25,000 metric tons of CO_2 from both stationary and mobile sources during long-term operations.					■

Existing Setting: Criteria Pollutants

To protect human health, State and Federal air quality standards have been established for 11 pollutants. According to the Air Pollution Control District (APCD), Santa Barbara County is currently considered in attainment of the federal eight-hour ozone standard, and in attainment of the state one-hour ozone standard. The County does not meet the state eight-hour ozone standard or the state standard for particulate matter less than ten microns in diameter (PM_{10}); and does meet the federal PM_{10} standard. There is not yet enough data to determine the attainment status for state standard for particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), although the County has been designated as "Unclassifiable/Attainment" by the U.S. Environmental Protection Agency (EPA) for the federal will likely be in attainment for the federal $PM_{2.5}$ standard. (Molly Pearson, SBCAPCD, 01/05/09).

Ozone air pollution is formed when nitrogen oxides (NO_x) and reactive organic compounds (ROCs) react in the presence of sunlight. According to the APCD, the major sources of ozone precursor emissions in Santa Barbara County are motor vehicles, the petroleum industry, and solvent usage (paints, consumer products, and certain industrial processes). Sources of PM_{10} include grading, demolition, agricultural tilling, road dust, mineral quarries, and vehicle exhaust.

Existing Setting: Global Climate Change/Greenhouse Gases

Emissions of greenhouse gases (GHGs) accumulate in the atmosphere, where these gases trap heat near the Earth's surface by absorbing infrared radiation. This effect causes global warming and climate change, with adverse impacts on humans and the environment. These impacts could result in reduced water supplies in some areas, ecological changes that threaten some species, reduced agricultural productivity in some areas, increased coastal flooding, and other effects.

GHGs include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Combustion of fossil fuels constitutes the primary source of GHGs. Projects can directly release GHGs, or indirectly increase GHGs by increasing combustion of fossil fuels via increased energy consumption or vehicular trips. Some projects can also exacerbate climate change by significantly reducing Albedo or sequestration of carbon dioxide (i.e., removal of many trees). California emitted 484 million metric tons of GHGs in 2004 (California Air Resources Board, *California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit,* November, 2007: p.7).

The California Global Warming Solutions Act of 2006 (Assembly Bill 32, Health and Safety Code, §§ 38500 *et. seq.*) requires reduction of California's GHG emissions to 1990 levels by 2020. While neither the California Air Resources Board (CARB) nor the Santa Barbara County Air Pollution Control District has estimated CEQA criteria or threshold for GHGS, CARB has established California's 1990 level at 427 million metric tons of CO_2 equivalent emissions.

Thresholds of Significance: Criteria Pollutants

A significant Air Quality impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. The City's *Environmental Thresholds & Guidelines Manual* has identified a long term quantitative emission threshold of significance of 25 pounds/day (PPD) for ozone precursors nitrogen oxides (NO_x) and reactive organic gases (ROGs). In addition, the City's thresholds establish criteria for conducting carbon monoxide (CO) emission modeling. However, the Santa Barbara County APCD has indicated that due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with traffic at congested intersections are not expected to exceed the CO health-related air quality standards. As a result, "hotspot" analyses are no longer required. (Vijaya Jammalamadaka, SBCAPCD, 08/05/08)

Short term thresholds for NO_x and ROG emissions have not been established by the City due to the fact that such emissions generally result from construction activities. Under prior modeling by the County of Santa Barbara, such emissions were determined to account for only 6% of total NO_x and ROG emissions. However, due to the fact that Santa Barbara County is not in compliance with State standards for airborne particulate

matter (PM_{10}), construction generated fugitive dust (50% of total dust) is subject to the City's standard dust mitigation requirements.

Thresholds of Significance: Global Climate Change/Greenhouse Gases

Currently, neither the State of California or the City of Goleta have established CEQA significance thresholds for greenhouse gas emissions. However, the California Office of Planning & Research (OPR) has issued a Technical Advisory titled *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review* (dated June 19, 2008, available at the OPR website, www.opr.ca.gov). This advisory provides guidance to land use agencies in the interim period, until the state CEQA Guidelines are revised. The advisory states on page 4, in the third paragraph, "*Public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact.*" Furthermore, the advisory document indicates in the third bullet item on page 6 that "*in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact', individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice.*"

The City's methodology to address Global Climate Change in CEQA documents is evolving. The current methodology entails two steps: (1) quantification of the project's GHG emissions, or provide a qualified discussion where quantification is not yet feasible, and (2) identification of opportunities to reduce the project's GHG emissions. These two steps are addressed below; while step 3 is addressed in the Geology/Soils, Hydrology/Water Quality, and Public Services sections of this document. Wait for call back from Robin B. at CCC, then update this... and other sections accordingly.

Furthermore, the City has reviewed much of the available subject analysis including the CAPCOA paper on CEQA and climate change referenced above. Based on this review, the City believes the intent of the stakeholder agencies at this time is to target the larger sources of GHG emissions rather than every potential project with regards to CEQA analysis and subsequent impact discussion. To that end, until a good threshold is determined, the City believes it is safe to say that any project with GHG emissions (inclusive of construction and operational emissions as estimated by APCD's latest URBEMIS software program – URBEMIS 2007, Version 9.2.4) greater than the GHG reporting requirement required under ARB Resolution 07-54 (25,000 metric tons or more of CO_2 equivalent per year) should be considered significant.[1] Projects below these levels remain unclassifiable until more evidence becomes available.

[1] California Air Resources Board Resolution 07-54 establishes 25,000 metric tons of GHG emissions as the threshold for identifying the largest stationary emission sources in California

Project Specific Impacts

Short Term Construction Impacts

a-d) Short term air quality impacts generally occur during project grading. Preliminary earthwork quantities for Phase II are estimated at 4,878 yd^3 of cut and 3,860 yd^3 of fill (1,018 yd^3 of excess fill material to be removed from the site). Phase III preliminary earthwork quantities are estimated at 3,043 yd^3 of both cut and fill with no excess fill material. As a result of this much proposed grading, and the air basin's current non-attainment of State PM_{10} standards, any project generated fugitive dust would be considered to pose a potentially significant air quality impact associated with PM_{10} emissions.

Although the City has not established short-term quantitative thresholds for NO_x and ROGs emissions generated by construction equipment, fine particulate emissions from diesel equipment exhaust are classified as carcinogenic by the State of California. As such, project specific impacts on air quality standards or existing air quality violations as well as project contributions to the exposure of sensitive receptors to substantial pollutant concentrations in the City as a result of construction activities would be considered potentially significant.

Furthermore, the project will involve demolition of existing structures which may release regulated friable asbestos. Friable asbestos crumbles into a dust of microscopic fibers that can remain in the air for long periods of time. If inhaled, they pose a serious heath threat as asbestos fibers can become permanently lodged in body tissues. Since there is no known safe level of exposure, all asbestos exposure should be avoided. This is particularly important when removing asbestos insulation. As such, project specific impacts on air quality standards or existing air quality violations as well as project contributions to the exposure of sensitive receptors to substantial pollutant concentrations in the City as a result of construction activities would be considered potentially significant.

e) Construction of a new parking lot would require application of aggregate concrete (AC aka asphalt) that could create objectionable odors. Such odors would be temporary and localized. Because the City has no adopted thresholds of significance for such impacts, odors associated with AC paving would be considered adverse but not significant. However, APCD Rule 339, a prohibitory rule governing the application of cutback and emulsified asphalt paving materials in the County, would apply to all project paving activities. Therefore, impacts related to objectionable odors affecting a substantial number of people are considered potentially significant.

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for purposes of requiring the annual reporting of emissions. This threshold is just over 0.005% of California's total inventory of GHG emissions for 2004.

f) The proposed project would generate GHGs including water vapor, CO_2 and fluorocarbons which absorb infrared radiation in the atmosphere Because different GHGs have varying levels of heat absorption, CO_2 is commonly used as a "reference gas" to relate the amount of heat absorbed to the level of GHGs emitted. As such, project generated levels of CO_2 would be considered the project's contribution to cumulative GHGs & global climate change. Again, using URBEMIS 2007 Version 9.2.4 air quality modeling software, it is anticipated that project generated CO_2 emission levels (vehicular & source) would be 1,788.35 PPD or 296.1 metric tons per year, and construction generated CO_2 emission levels would be 5,770.54 PPD or 955.4 metric tons per year. As both the project and construction generated CO_2 emission levels would be less than the City's interim significance threshold for GHG's of 25,000 metric tons per year, the project's contribution to GHG emissions are not classifiable.

Long Term Operational Impacts

a-e) Traffic from future use of the proposed clean room and office space would lead to a corresponding increase in vehicular emissions in the area. To determine whether vehicular emissions resulting the proposed project would likely exceed the City's significance threshold of 25 PPD for stationary and mobile sources of reactive organic gases (ROGs) or nitrous oxides (NO_x), the APCD Land Use Screening Table (June 2008) was consulted. Based on such screening criteria, the proposed project falls below the thresholds identified in the table based on project size. APCD's latest URBEMIS software program (URBEMIS 2007, Version 9.2.4) was also used to calculate long term emissions from both project generated motor vehicle trips and source emissions from the project itself (e.g. water heaters, space heaters, landscape maintenance, consumer products, architectural coatings, etc). Using this air quality modeling software (using trip generation numbers from the project's traffic study), it is estimated that project generated vehicular emissions would be approximately 1.23 PPD of ROGs and 1.46 PPD NO_x, while source emissions would be 0.43 PPD of ROGs, and 0.91 PPD of NO_x for a total estimated project generated air emission load of 1.66 PPD of ROGs and 2.37 PPD of NO_x, well below the 25 PPD threshold for either ozone precursor. Furthermore, due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with traffic at congested intersections are not expected to exceed the CO health-related air quality standards.

However, the operation of R&D, manufacturing, and office uses would potentially generate long-term emissions from area sources, such as natural gas-fired space and water heaters, boilers, utility equipment used for maintenance and landscaping activities, and various process activities (such as solvent usage). As specific operational characteristics of the proposed R&D activities are presently unknown, process activity emissions cannot be estimated at this time. However, if these emissions were substantial, they would fall under the jurisdiction of the

APCD permit process, which would result in the application of standard mitigation measures and permit conditions, and/or emission offsets. Such an impact is considered potentially significant.

f) As stated above in the project specific air quality impacts, the significance of the proposed project's contribution to long term operational impacts to global GHG emissions and thereby climate change, pursuant to CEQA, cannot be classified as the project would emit less than the City's interim significance threshold for GHG's of 25,000 metric tons per year.

Cumulative Impacts

Per the City's *Environmental Thresholds & Guidelines Manual,* a project's contribution to cumulative air quality impacts is considered significant if the project's total emissions of either NO_x or ROG exceed the long term threshold of 25 PPD. The proposed project's contribution to overall emissions associated with buildout of the new clean room and office building would be less than this threshold, and therefore the project's contribution to cumulative air quality impacts involving NO_x and ROC would be considered less than significant. However, as noted above, the project's contribution to cumulative PM_{10} emissions would be considered potentially significant as a result of the area's current non-attainment status regarding the State standard.

As stated above in the project specific air quality impacts, the significance of the proposed project's contribution to cumulative global GHG emissions and thereby climate change, pursuant to CEQA, cannot be classified as the project would emit less than the City's interim significance threshold for GHG's of 25,000 metric tons per year.

Required Mitigation Measures

1. If the construction site is graded and left undeveloped for over four weeks, the applicant shall employ the following methods immediately to inhibit dust generation:

    a) Seeding and watering to revegetate graded areas; and/or
    b) Spreading of soil binders; and/or
    c) Any other methods deemed appropriate by City staff.

    Plan Requirements & Timing: These requirements shall be noted on all plans submitted for issuance of any LUP for the project.

    Monitoring: City staff shall perform periodic site inspections to verify compliance as well as contact the designated monitor as necessary to ensure compliance with dust control measures.

2. Dust generated by construction activities shall be kept to a minimum with a goal of retaining dust on the site. The following dust control measures listed below shall be implemented by the contractor/builder:

    a) During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
    b) During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.
    c) Soil stockpiled for more than two days shall be covered, containerized, kept moist, or treated with soil binders to prevent dust generation in accordance with the property's Soil Management Plan to prevent emissions of chlorinated VOCs from the contaminated soils on site (reference the Hazardous and Hazardous Materials section of this document for further detail).

    The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. **Plan Requirements & Timing:** All of the aforementioned requirements shall be noted on all plans submitted for issuance of any LUP for the project. The name and telephone number of such persons shall be provided to City staff and the APCD and shall be posted in three locations along the project site's perimeter for the duration of grading and construction activities.

    Monitoring: City staff shall perform periodic site inspections to verify compliance as well as contact the designated monitor as necessary to ensure compliance with dust control measures.

3. During all project grading and hauling, construction contracts must specify that construction contractors shall adhere to the requirements listed below to reduce emissions of ozone precursors and particulate emissions from diesel exhaust:

    a. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
    b. Diesel powered equipment should be replaced by electric equipment whenever feasible.
    c. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines

shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

d. Other diesel construction equipment, which does not meet CARB standards, shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed.
e. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
f. All construction equipment shall be maintained in tune per the manufacturer's specifications.
g. The engine size of construction equipment shall be the minimum practical size.
h. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
i. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Plan Requirements & Timing: The construction emission requirements shall be printed all plans submitted for any LUP, building, or grading permits.

Monitoring: City staff shall verify compliance with requirements for printing the aforementioned construction emission requirements on all plans submitted for any LUP, building, or grading permits. APCD inspectors shall verify compliance in the field.

4. Idling of diesel trucks during loading and unloading shall be limited to a maximum of five (5) minutes. In addition, drivers of diesel trucks shall not use diesel-fueled auxiliary power units for more than five (5) minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle equipped with a sleeper berth, at any location. **Plan Requirements & Timing:** The aforementioned restrictions of diesel truck idling shall be printed on all plans submitted for any LUP, building, or grading permits.

   Monitoring: City staff shall monitor in the field for compliance.

5. Prior to the demolition or remodeling of any structure on site constructed before 1979, the applicant shall complete and submit an APCD Asbestos Demolition and Renovation Compliance Checklist. **Plan Requirements & Timing:** The aforementioned permit requirement shall be noted on all plans submitted for issuance of any building or grading permits for the project. At least ten (10) working days prior to commencing any construction activities, the applicant shall submit the aforementioned permit application to the APCD.

Monitoring: City staff shall verify compliance with requirements for printing the aforementioned APCD permit requirements on all plans submitted for any building or grading permits. APCD inspectors shall verify compliance in the field.

Further mitigation measures to address exposure of sensitive receptors to pollutant concentrations are described under the discussion of Hazards and Hazardous Materials.

Recommended Mitigation Measures

6. The following energy-conserving techniques, that substantially exceed the minimum Title 24 energy conservation requirements, shall be incorporated unless the applicant demonstrates their infeasibility to the satisfaction of City of Goleta staff:

   a) Use of water-based paint on exterior surfaces;
   b) Use of passive solar cooling/heating;
   c) Use of energy efficient appliances;
   d) Use of natural lighting;
   e) Installation of energy efficient lighting;
   f) Use of drought-tolerant native or Mediterranean landscaping subject to Planning and Environmental Services staff and Design Review Board (DRB) approval to shade buildings and parking lots;
   g) Encouragement of the use of transit, bicycling, and walking by providing infrastructure to promote their use;
   h) Provision of segregated waste bins for recyclable materials; and

Plan Requirements & Timing: These requirements shall be shown on applicable building plans prior to issuance of any land use permit.

Monitoring: City of Goleta staff shall site inspect for compliance prior to issuance of an occupancy permit.

Residual Impact

With implementation of the above mitigation measures, residual project specific as well as project contributions to cumulative air quality impacts involving ROGs, NO_x and PM_{10} would be considered less than significant. Project contributions to GHG emissions would be reduced through implementation of the recommended mitigation measures noted above.

BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				■	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		■			
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		■			
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				■	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				■	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				■	

Existing Setting

The subject site is occupied by a manufacturing/industrial use building, hazardous materials storage shed, and associated parking, miscellaneous paving, and landscaping. No special-status wildlife or plant species were observed during a field reconnaissance survey, nor were any documented records found of sensitive species at or adjacent to the project area (Biological Assessment, 26 Coromar Drive, Watershed Environmental, July 11, 2006). The north side of the building faces Coromar Drive and is landscaped with turf grass, two Canary Island palm trees, and three Mexican fan palms. Asiatic jasmine and juniper have been planted near the front entrance to the building and in planters adjacent to the parking lots. Other landscape features include a Eugenia hedgerow along the eastern property line, a podocarpus hedgerow along the southern property line, and a Canary Island palm tree and a small picnic area adjacent to the parking lot on the east side of the building. The only portion of the property that is

not developed or landscaped is on the east side of the site. Weed abatement (mowing) is performed on an as-needed basis in this area by the facility landscape contractor for wildfire protection.

Thresholds of Significance

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

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

Project Specific Impacts

a) Both Phases of the proposed project would not result in any direct affect on any candidate, sensitive, or special status species or modification to any habitat of such species. The existing building on project site has been used for the Renco Encoders manufacturing/industrial use since 1972. Only 12% of the existing landscaping on site consists of native species, and these species will be undisturbed during project construction, and are included with the site's proposed landscape plan. The parcels adjacent to the subject property are all developed with industrial facilities, with the exception to the property to the east, which has not been developed or landscaped. The nearest habitat of any biological value lies approximately 800-feet east of the subject property (Glen Annie Creek). As such, impacts on any candidate, sensitive, or listed species are not anticipated as a result of project implementation.

b,c) Phase II of the proposed project would cover the project site with approximately 39.7% of the lot area with impervious surface, and Phase III will cover the site with 34.5% impervious surface. Most of these impervious surfaces would be comprised of a parking lot for employees on site. Runoff from large parking areas is often contaminated with a mix of petroleum products and other pollutants resulting from vehicular use. In addition, tailwater from landscape irrigation is often contaminated with fertilizers, pesticides, fungicides, and herbicides resulting from improper application methods and/or over-application. All such contaminants can pose potentially significant, adverse effects on sensitive riparian systems, surface water quality, and wetlands such as Goleta Slough.

As proposed, all stormwater runoff from the existing parking lot along the south side of the building will drain across the newly constructed permeable concrete parking stalls and then into a vegetated bio-swale before discharging to any inlets and leaving the site. The remainder of the new parking lot will be constructed with permeable concrete parking stalls and will drain through a pervious ribbon gutter before discharging to any inlets and leaving the site. The inlets include a bio-filtering mechanism prior to discharge off site: Such improvements, if properly designed and maintained, can provide for significant runoff filtration which could ensure that stormwater discharged into the City's stormdrain system would not pose a significant threat to water quality in Tecolotito Creek and ultimately Goleta Slough. However, if such improvements are not properly designed and/or implemented, project impacts on surface water quality would be potentially significant.

In addition, construction activities such as washing of concrete trucks, painting equipment, etc can result in the introduction of significant levels of pollutants into neighboring surface waterbodies. The potential for such activities to affect surface water quality in the area is especially heightened in this instance due to the fact that the project site slopes to the gutter along Cortona Drive which flows directly into the City's stormdrain system and Tecolotito Creek. Such short term impacts would be considered potentially significant.

d-f) Due to surrounding urban development, and the intervening, approximately 800-feet between the project site and the Glen Annie riparian corridor, the proposed commercial project, including exterior lighting, would not have any significant effect on the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

The proposal is subject to compliance with the City's Stormwater Management Program Ordinance, and compliance with said program will be required. The only sensitive biological resources onsite (e.g. native trees, sensitive habitat types such as wetlands or native grasslands, or sensitive bird species nesting/roosting sites) that would be subject to City protective policies are Ambrosia Psilostachya 'western ragweed,' Conyze Canadensis 'horseweed,' and Rumex Crispus 'curly dock,' all of which will be undisturbed by the construction and implementation of the proposed project.

There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans that either affect the project site or would be in conflict with the proposed manufacturing/industrial center. Therefore, the proposed project poses no potential to generate such impacts.

Cumulative Impacts

Projects that result in potentially significant, project specific biological impacts, are generally considered to also make a potentially significant contribution to corresponding cumulative biological impacts. As such, the proposed project would result in a potentially significant contribution to water quality degradation and the resulting effects on riparian systems and wetlands associated with Tecolotito Creek as well as Goleta Slough.

Required Mitigation Measures

1. Applicant shall submit drainage and grading plans with a Storm Water Management Plan for review and approval by Community Services and Building staff and the Regional Water Quality Control Board. The plan shall incorporate appropriate Best Management Practices to minimize storm water impacts in accordance with the City's Storm Water Management Plan and the City's General Plan. **Plan Requirements and Timing:** The plans shall also include an erosion control plan for review and approval by Community Services staff prior to the issuance of any LUP for the project. After installation of any drainage improvements or erosion control measures, the applicant shall be responsible for on-going maintenance of all improvements in accordance with the manufacturer's specifications, the approved plans and conditions of approval.

   Monitoring: City staff shall verify construction of all stormwater water quality/control facilities per the City approved final grading and erosion control plans prior to issuance of any LUP.

2. During construction, washing of concrete, paint, or equipment shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Washing shall not be allowed near sensitive biological resources. An area designated for washing functions shall be identified on the plans submitted for issuance of any LUP for the project. The washoff area shall be in place throughout construction. **Plan Requirements & Timing:** The wash off area shall be designated on all plans and shall be reviewed and approved by City staff prior to LUP issuance.

   Monitoring: City staff shall site inspect throughout the construction period to ensure compliance and proper use.

3. To ensure that the City approved stormwater water quality protection improvements are adequately maintained for the life of the project, the applicant shall prepare a stormwater system maintenance program for review and approval by City staff. **Plan Requirements & Timing:** Said maintenance program shall be reviewed and approved by City staff prior to issuance of any LUP for the

project. The plan shall include provisions for the submittal of an annual maintenance report to City staff outlining all system maintenance measures undertaken by the applicant in the prior year reporting period for a period of five (5) years after issuance of the final certificate of occupancy for the project. Subsequent to this five year reporting period, the applicant shall maintain records of all yearly maintenance measures for review by City staff on demand for the life of the project.

Monitoring: City staff shall verify compliance prior to issuance of any LUP for the project. City staff shall review each yearly maintenance report for the required five year reporting period as well as all subsequent maintenance records if problems with the installed system are observed.

Residual Impact

With implementation of these mitigation measures, residual project specific and cumulative impacts on biological resources would be considered less than significant.

CULTURAL RESOURCES

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			■		
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		■			
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		■			
d. Disturb any human remains, including those interred outside of formal cemeteries?		■			

Existing Setting

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

Thresholds of Significance

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

Project Specific Impacts

a) The project site is not shown to contain significant archaeological, paleontological or historical resources (City of Goleta General Plan/Coastal Land Use Plan Figure 6-2). The nearest identified resource occurs approximately 350-feet to the southwest at the intersection of Hollister Avenue and Coromar Drive, which has been identified as the former entrance of the Glen Annie Ranch. This ranch encompassed the subject property and became the Bishop Ranch in 1890. Furthermore, a Phase 1 archaeological survey of the site was conducted by MacFarlane Archaeological Consultants in 2004, when the property was the subject of a previous development application. The study did not reveal any

cultural resources, and concluded that it is highly unlikely that any intact prehistoric or historical archaeological deposits exist on site.

b-d) Due to past grading activities the project site has been substantially disturbed, mostly the result of fill placed on top of native soil. Given the state of the site there are no unique geologic features. During construction of the project, grading activities would require the excavation of large amounts of the fill soil in order for it to be re-compacted to be suitable to support the proposed structures. Excavation at the east end of the site may result in grading disturbance to the underlying native soils. Although there have been no previous archaeological or paleontological discoveries on-site, and given the historical presence of Chumash Indians in the Santa Barbara area, there remains the potential for such resources to be uncovered and adversely affected by construction activities. As such, the potential for disturbance of any remaining artifacts and/or human remains onsite while low, is considered to be potentially significant.

Cumulative Impacts

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

Required Mitigation Measures

1. In the event that cultural resources are uncovered during grading/construction activities, work shall be ceased immediately and the applicant shall bear the cost of the immediate evaluation of the find's importance and any appropriate Phase 2 or Phase 3 investigations and mitigation. **Plan Requirements and Timing:** The project grading plans and improvement plans shall include provisions in the Notes/Specifications to recover cultural resources as described above. Cultural resource investigations/recovery shall be conducted by an archaeological, paleontological, historic or ethnographic expert acceptable to the Planning and Environmental Services Department.

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

Residual Impact

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

GEOLOGY & SOILS

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

Existing Setting

The project site is gently sloping from the northwest to the southeast with contour lines ranging from 100 to 96. Based on lithologic information from soil borings drilled at the site beneath the existing building consists of approximately two feet of silty sand fill material, underlain by native silty sand to depths ranging from approximately five to nine feet bgs. Silt and sandy silt are present beneath the silty sand to depths ranging from 22 to 27 feet bgs. This silt zone is underlain by a relatively thick and continuous clay layer that is present to a minimum depth of 40 feet bgs and is of unknown thickness (Soil Management Plan Renco Encoders, Inc.; Prepared by LFR, Inc. April 30, 2007).

The soil on site consists primarily of Camarillo Fine Sandy Loam (Ca), which is only a few feet above sea level (1980 Soil Survey of Santa Barbara County, California: South Coastal Part). A smaller area of the site contains the Goleta fine sandy loam, GcA soil type, which is generally free from flooding, but could be occasionally flooded by overflow water from higher elevations. Historical studies on site dating back to 1991 document elevated soil and soil gas concentrations of trichloroethene (TCE), 1, 1, 1 trichloroethance (1,1,1-TCA), and trichlorofluoromethane (Freon 113) in shallow soil samples and soil gas samples collected from beneath the northeast and east portions of the facility. Maximum TCE concentrations in soil (8,000 micrograms per kilogram [µg/kg]) were detected in the chemical storage area located on the eastside of the existing building on site. The maximum soil gas concentrations for TCE were also detected in this general area of the site (Remedial Action Plan Renco Encoders Site 26 Coromar Drive Goleta, California February 13, 2001 LFR 8031.00).

The nearest earthquake fault, an un-named, inferred fault lies approximately 445-feet to the south of the project site. The nearest, known, active fault (the More Ranch Fault) is approximately .7-miles to the south (USGS California Preliminary Geologic Map of the Santa Barbara Coastal Plain Area; Santa Barbara County (2006) by Scott A. Minor, Karl S. Kellogg, et al.).

Thresholds of Significance

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

Project Specific Impacts

a,b) There are no Alquist-Priolo mapped earthquake faults or zones within the City of Goleta (Safety Element of the City's General Plan/Coastal Land Use Plan; 2006). Due to the distance between the project site and the nearest, known, active fault (the More Ranch Fault approximately .7-miles to the south) potential seismic risks are considered to be adverse but less than significant.

c,d,f,g) Soil and geologic conditions onsite are of the type that pose a significant potential for becoming unstable as a result project implementation and could contribute to on or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse. This is due to the classification of soils on site as highly compressible (City of Goleta GP/CLUP EIR Figure 3.6-3). Therefore, soils onsite are considered to be sufficiently expansive to pose a substantial risk to life or property, and hence, such potential impacts are considered potentially significant.

e) The proposed project does involve some grading and excavation which could result in erosion and sediment loss from stockpiled soils and graded areas onsite. Mitigation to address such potentially significant geologic impacts is discussed in detail under the Hydrology & Water Resources section.

h) The proposed project would be connected to the Goleta Sanitary District's central sewage effluent collection system and would not involve the use of any onsite septic system, therefore no such impacts would occur as a result of the project.

Cumulative Impacts

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

Required Mitigation Measures

1. The project shall comply with the conclusions and recommendations contained in the Geotechnical Study prepared by Pacific Materials Laboratory of Santa Barbara, Inc. dated August 31, 2000. **Plan Requirements & Timing**: Said plan must be reviewed and approved by the Fire Department and Planning and Environmental Services Department prior to issuance of any Land Use Permit for the project.

   Monitoring: Santa Barbara County Fire Department and City staff shall perform periodic site inspections to verify compliance.

Further mitigation measures to address erosion and sedimentation are described under the discussion of Hydrology & Water Resources.

Residual Impact

With implementation of the mitigation measure noted above, residual project specific and cumulative impacts on geology and soils would be considered less than significant.

HAZARDS AND HAZARDOUS MATERIALS

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

Existing Setting

The site has been used by Renco Encoders since 1972, and operations on site currently include the designing and manufacturing of rotary optical encoders for a wide variety of electronic instrument applications.[2] The site's historical operations used and stored limited quantities of chemicals at the site. Chlorinated solvents were used during metal cleaning and plating processes and the waste stream generated during the

[2] Health and Safety Plan for Soil Excavation Activites at Renco Encoders, Inc.

cleaning process was directed through floor drains to underground sumps. These activities resulted in the release of chlorinated solvents to soil and groundwater. In compliance with the California Regional Water Quality Control Board requirements, a Remedial Action Plan was prepared by LFR, Inc. (Renco Encoders consultant) dated February 13, 2001. The primary purpose of the plan is to remediate residual soil contamination that can contribute to prolonged groundwater degradation and to remediate the dissolved-phase groundwater plume on site.

Previous cleanup activities include the removal of 13-tons of contaminated soil from the suspected source area (sump) for chlorinated solvents. To remove additional chlorinated solvents in the soil, LFR, Inc. initiated remediation with the injection of a specialty reagent (Hydrogen Release Compound®, a food grade polymer) at the site and on a portion of the adjacent downgradient property (the Nexxus property), southeast of the site in September of 2001. This biodegradable reagent enhanced anaerobic biodegradation, reduced chemical concentrations, and improved soil and groundwater quality (California Regional Water Control Board Central Coast Region Public Notice of Amendment to Remedial Action Plan Renco Encoders, Inc.).

Beginning in February of 2002, LFR, Inc. operated a soil vapor extraction and treatment systems (SVETS) under the direction of the Santa Barbara Air Pollution Control District to remove Volatile Organic Compounds (VOCs) from shallow soil beneath and immediately surrounding the Renco building. The SVETS operated continuously from February, 2002 through July, 2002. Commencing in August of 2002, LFR performed several pulse-mode operation events of the SVETS to evaluate whether rebound of VOCs would occur. In general, no significant rebound in vapor concentrations was detected following the shut-down periods. The SVETS was shut down in June of 2004 (Health and Safety Plan for Soil Excavation Activities at Renco Encoders, Inc.). While SVETS removed CVOCs from the soil, it still contains significant contamination and the lack of rebound does note indicate that contamination has been fully remediated. (Paul McCaw, SBCFD; 03/05/09).

From September of 2002 through April of 2003, LFR, Inc. conducted a pilot study that included injection of three different enhanced in-situ bioremediation products (HRC-X®, WILClear™, and LactOil) to evaluate and compare their effectiveness as well as determine the design parameters of a full-scale application of the chosen substrate. Based on the results of the pilot study, LFR installed an HRC-X® treatment fence downgradient from the site facility during January of 2004. Then, in July and August of 2006, LFR, Inc. performed an injection of EOS® and EHC™ substrates to enhance anaerobic biodegradation of VOCs in groundwater beneath the site. Groundwater monitoring has occurred on a quarterly basis since. Laboratory results and chemical parameters measured in the field during the most recent (first quarter 2008) groundwater monitoring event indicated successful reductive dechlorination in soil and groundwater. However, while there has been some reduction in COVCs concentration in groundwater, additional remediation may be required.

Thresholds of Significance

A significant impact with regard to hazards and hazardous materials would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds & Guidelines Manual* address public safety impacts resulting from involuntary exposure to hazardous materials. These thresholds focus on the activities that include the installation or modification to facilities that handle hazardous materials, transportation of hazardous materials, or non-hazardous land uses in proximity to hazardous facilities. The proposed project would be considered to pose a significant impact if it results in the exposure of people to a variety of hazards or hazardous materials as listed above.

Project Specific Impacts

a-b) The proposed additions to the existing manufacturing/industrial use development would involve the routine transport, use, or disposal of hazardous materials including , omegaclean, acetone, micro 90, Kodak accumax rapid access developer and replenisher, Kodak glacial acetic acid, Kodak rapid fixer and replenisher, chrome etch CE-8001-N, microposit 351 develper, microposit remover 112 A, waste solids (wipes, swabs, etc.), waste vignon / omegaclean mixture, waste shipley development mixture, waste Kodak development mixture, waste chrome etchant, waste acetone and waste safety cool 130 and trip sol. The use of these materials is under the jurisdiction of the Santa Barbara County Fire Department's Fire Prevention Division, which has approved a hazardous materials business plan for the site. Nonetheless, the routine transport, use, or disposal of these hazardous materials pose a significant potential for the accidental release of hazardous materials into the environment, and therefore, poses a poses a potentially significant public health risk and/or environmental impact.

Moreover, soils and groundwater on site are contaminated with residual VOCs. Potential chemicals of concern include 1,1-Dichloroethane, 1,2 Dichloroethane, 1,1 Dichloroethylene, 1,2 Dichlorothylene, 1,1,1 Trichloroethane, Freon 113 (1,2,2-Trifluoroethane), Trichloroethylene, and Trichlorofluoromethane. Grading of these soils would expose construction workers, Renco employees as well as employees at nearby sites to inhalation of airborne contaminants, direct skin contact with contaminated materials and incidental ingestion of affected media[3]. This would also pose a potentially significant public health risk and/or environmental impact.

The proposed project would not result in any additional water quality violations, and the site's soil and groundwater contamination will continue to be monitored by the Regional Water Quality Control Board (RWCQB) under the existing, approved Remedial Action Plan. Furthermore, the project would not result in any

[3] Health and Safety Plan for Soil Excavation Activities at Renco Encoders, Inc., April 25, 2007

wastewater discharge violating any State or Federal water quality standards or requiring Wastewater Discharge Requirement Orders (WDRs) from the RWCQB. All sewage effluent would be handled via connection to the Goleta Sanitary District's central sewer system. It is unlikely that the grading activities would require soil dewatering, but in the case that it does, it would result in a potentially significant impact.

c) The proposed additions would not result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school as there is not a school within ¼ mile of the project site. Hence, the project would pose no impact related to hazardous emissions near schools.

d) As noted above, the project site contains VOC soil and groundwater contamination as a result of chlorinated solvent waste streams that were directed through floor drains of the building to underground sumps. Since 1992, remediation work has been undertaken with ongoing monitoring of groundwater and soil vapors. According to CRWQCB staff (Katie DiSimone, 04/09/09), an Amendment to the Remedial Action Plan – Updated Scope of Work for the Renco Encoders Site, was approved on February 13, 2009. This Amendment defines the scope of work to address the groundwater plume from the Renco site on down gradient properties. This work will improve understanding of the nature of migration of chemicals from the affected upgradient ground water, as well as better delineate the geologic formations to facilitate future remedial design and implementation through reagent application. As the continued presence of residual volatile organic compound contamination in the soils and groundwater in the area still exist, the project poses a potentially significant public health and environmental risk.

e,f) Although the project site does lie within two miles of the Santa Barbara Municipal Airport, it is located well to the northwest of the main runway Approach Zone and well west of the secondary N/S runway approach zone. As such, the proposed project poses no safety risk or hazard resulting from its proximity to the airport for employees, residents, or visitors to the mixed use commercial center. There are no private airports or airstrips in the vicinity that could pose a safety hazard or risk to residents, employees, or visitors to the project.

g,h) The proposed project would not interfere with any adopted emergency response plan or emergency evacuation plan. Due to its location within the urban core of the City, and well outside of the wildland fire hazard area (City of Goleta General Plan/Local Coastal Plan Figure 5-2), the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Cumulative Impacts

Project specific risks associated with the residual presence of volatile organic compound contamination in the area would represent a potentially significant contribution to the cumulative exposure of people to such hazardous wastes.

Required Mitigation Measures

1. A detailed plan shall be submitted to the Santa Barbara County Fire Department, Fire Prevention Division and the City of Goleta for the installation of a chemical vapor barrier that is to be placed beneath the footprint of the proposed building additions. **Plan Requirements & Timing**: Said plan must be reviewed and approved by the Fire Department and the City of Goleta prior to issuance of any Land Use Permit for the project.

   Monitoring: Santa Barbara County Fire Department and City staff shall inspect the vapor barrier prior to placement of any additional material on top of it.

2. The applicant shall continue to comply with the most up-to-date Regional Water Quality Control Board Remedial Action Plan for the site. In the event that soil dewatering is required, the applicant shall comply with discharge requirements pursuant to RWQCB regulations. **Plan Requirements & Timing:** This requirement shall be noted on all grading and building plans.

   Monitoring: City staff and a qualified and properly trained LFR staff member (as determined by the SBCFD) shall site inspect during grading to monitor soil conditions.

3. The contaminated soils generated during construction must be managed per the Santa Barbara County Fire Department's Fire Prevention Division (SBCFD) approved Final Soil Management Plan (January 28, 2009). Workers involved in these activities shall have appropriate Occupational Safety and Health Administration (OSHA) training/certifications (e.g., 40-hour HAZWOPER); Access to the site shall be maintained to allow for on-going assessment/remediation activities as required by the SBCFD. **Plan Requirements and Timing:** This requirement shall be noted on all grading and building plans.

   Monitoring: Santa Barbara County Fire Department and City staff shall perform periodic site inspections to verify compliance.

4. All grading, construction and landscaping activities on site shall comply with the project's Soil Management Plan as well as the project's Health and Safety Plan for Soil Excavation Activities at Renco Encoders, Inc. **Plan Requirements & Timing:** These requirements shall be noted on all plans submitted for issuance of any LUP for the project.

Monitoring: City staff, Santa Barbara County Air Pollution Control District, and Santa Barbara County Fire Department shall perform periodic site inspections to verify compliance.

The Geology Section of this document contains applicable mitigation measures involving compliance with the conclusions and recommendations in the site's Geotechnical Study prepared August 31, 2000 by Pacific Materials Laboratory of Santa Barbara, Inc.

Residual Impact

Upon implementation of the above mitigation measures, residual project specific and cumulative hazards and hazardous materials impacts would be less than significant.

HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact.	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Violate any water quality standards or waste discharge requirements?		■			
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				■	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		■			
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		■			
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		■			
f. Otherwise substantially degrade water quality?		■			
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				■	
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				■	
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				■	
j. Inundation by seiche, tsunami, or mudflow?			■		

Existing Setting

The site is located approximately two-miles from the Pacific Ocean and surface water runoff in the area is largely controlled by an engineered drainage system, which empties into Tecolotito Creek. Tecolotito Creek empties into the nearby Goleta Slough, which in turn drains to the Pacific Ocean (CRWQCB Public Notice of Amendment to Remedial Action Plan). As stated above under the "Hazards and Hazardous Materials" section of

this document, the groundwater on site is contaminated with volatile organic compounds resulting from waste streams draining from the existing building into underground sumps on site. Hence, chlorinated solvents were released into the soil and groundwater. The clean-up activities associated with this contamination are regulated by the California Regional Water Quality Control Board, whom has implemented groundwater monitoring conducted at the site on a quarterly basis under a Remedial Action Plan.

Thresholds of Significance

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

Project Specific Impacts

a) As described in the Hazards and Hazardous Materials section, the proposed project would not result in any additional water quality violations as long as there are not any accidental releases. The site's soil and groundwater contamination will continue to be monitored by the Regional Water Quality Control Board (RWCQB) under the existing, approved Remedial Action Plan. Furthermore, the project would not result in any wastewater discharge violating any State or Federal water quality standards or requiring Wastewater Discharge Requirement Orders (WDRs) from the RWCQB. All sewage effluent would be handled via connection to the Goleta Sanitary District's central sewer system. It is possible that the grading activities would require soil dewatering. If soil dewatering is necessary or if there are any accidental releases of hazardous materials, the project would pose a potentially significant impact.

b) The project development would result in an increase of impervious surfaces, which would reduce infiltration on-site of rainwater. However, the site does not significantly contribute to groundwater basin recharge, and as such, the project would not create an impact related to groundwater recharge. Furthermore, the proposed project does not draw any water from any wells (all water supplied to the site is obtained from the Goleta Water District); therefore, the proposed project would not create any impacts related to groundwater supply.

c,d) The existing drainage pattern of the site and area will remain the same upon project implementation with the exception of the addition of permeable concrete

and ribbon gutter, a vegetated bio swale, landscape features, and sidewalk drain pipes that will allow for the overland escape from possible flooding to go under the sidewalk and not sheetflow over the sidewalk. Also, the site is not within the 100-year flood zone. Preliminary earthwork quantities for Phase II are estimated at 4,878 yd^3 of cut and 3,860 yd^3 of fill (1,018 yd^3 of excess fill material to be removed from the site). Phase III preliminary earthwork quantities are estimated at 3,043 yd^3 of both cut and fill with no excess fill material. Grading activities for project construction are estimated to occur over a several week period. If construction activities extend into the rainy season, the project site could generate a significant amount of sediment laden stormwater runoff. The discharge of sediment laden runoff from the project site could result in substantial site erosion and siltation of downstream receiving waterbodies such as Tecolotito Creek and Goleta Slough. Such impacts would be considered potentially significant.

e,f) A large percentage of the project site would be impervious with 34.5% (approximately 53,611 ft^2) consisting of paved parking and driveways. As proposed, the project includes permeable concrete and a ribbon gutter, a vegetated bio swale, landscape features, one bio-filtered stormwater catch basin and two catch basins located in landscaped areas for natural bio-filtration to treat and control stormwater runoff prior to discharge into the City's stormdrain system. As noted in the discussion under Biological Resources of this document, large parking and driveway areas are prime sources for the introduction of petroleum and other vehicular pollutants to stormwater runoff while landscape irrigation tailwaters can potentially be contaminated with fertilizers, herbicides, insecticides, etc. Under the proposed project, all stormwater runoff and irrigation tailwater discharged from the property would first flow through the bio-filtered catch basin and landscape planter catch basins before being discharged into the gutter along Cortona Drive and ultimately conveyed to Tecolotito Creek and Goleta Slough. As noted in the previous discussion, such a stormwater quality/control system has the potential to provide for significant filtration of runoff, if properly designed and maintained. Therefore, project impacts on water quality are considered potentially significant.

g,h,i) The project does not propose any housing and the site is not within the 100-year flood hazard area and will not place any structures into the 100-year flood hazard area that would impede or redirect flood flows. Moreover, there are no levees or dams that, if failed, would flood the site. Hence, it is very unlikely that this project will have an impact related to flood hazards.

j) As shown on Figure 5-2 of the City's General Plan/Coastal Land Use Plan, the area around Goleta Slough and the Santa Barbara Municipal Airport is subject to a moderate threat of exposure to tsunamis. However, only one tsunami has ever been well documented (1927) and only one other event (1812) is even noted in any records of the area (although poorly documented). Furthermore, due to

topography of the ocean floor in the Santa Barbara Channel, presence of the blocking offshore Channel Islands, and lack of any near-shore oceanic trench that facilitates tsunami wave heights in other regions of the world (abrupt shallowing of coastal waters), tsunami wave heights are not expected to be significant in this area. Based on the very low frequency of previously recorded tsunamis as well as the limited potential for tsunamis of large height in this area, potential risks posed by future tsunamis on property and people in the vicinity of the project site is considered less than significant.

Cumulative Impacts

The City's *Environmental Thresholds & Guidelines Manual* assumes that projects resulting in significant, project specific, hydrologic and water quality impacts are also considered to result in a significant contribution to cumulative hydrologic and water quality impacts. As such, the proposed project's contribution to cumulative hydrologic and water quality impacts, especially to Tecolotito Creek and the Goleta Slough, would be considered potentially significant.

Required Mitigation Measures

1. Applicant shall submit a drainage and hydrology study for review and approval by Community Services and Building staff. The drainage or hydrology study shall provide information on how the site drainage meets City's Storm Water Management Plan and General Plan requirements to provide for retention or detention of stormwater on site to the maximum extent feasible. **Plan Requirements:** The scope of improvements for the project shall include but not be limited to bio-swales, permeable paving, on site detention, fossil filters and other operational features. The study shall include calculations showing that the post construction stormwater runoff is at or below the pre-construction storm water runoff and the percent of effective impervious. The study shall include the Water Quality Detention Volume per Appendix G of the City's Stormwater Management Plan. **Timing:** City staff shall verify compliance prior to the issuance of any LUP for the project.

   Monitoring: City staff shall verify construction of all drainage/hydrology facilities per the final drainage and hydrology study prior to issuance of any certificate of occupancy.

2. To ensure adequate onsite filtration of all stormwater runoff prior to discharge into the City's stormdrain system and ultimately Tecolotito Creek/Goleta Slough, the applicant shall provide engineering details on the stormwater filtration elements of the proposed stormwater control system (stormdrains in landscaped planters and subsurface retardation facilities) as well as capacity specifications for such improvements for review and approval by City staff. **Plan Requirements & Timing:** Said specifications and engineering details shall be

submitted to the City for staff review and approval prior to any LUP issuance for the project.

Monitoring: City staff shall verify construction of all stormwater water quality/control facilities per the City approved final drainage and grading plan prior to issuance of any certificate of occupancy.

3. The applicant shall limit excavation and grading to the dry season of the year (i.e. April 15th to November 1st) unless a City approved erosion control plan, incorporating appropriate BMPs identified in the EPA guidelines for construction site runoff control (EPA Fact Sheet 2.6, Construction Site Runoff Minimum Control Measures, 01/00), are in place and all measures therein are in effect. All exposed graded surfaces shall be reseeded with ground cover vegetation to minimize erosion. **Plan Requirements:** This requirement shall be noted on all grading and building plans. **Timing:** Graded surfaces shall be reseeded within four (4) weeks of grading completion, with the exception of surfaces graded for the placement of structures. These surfaces shall be reseeded if construction of structures does not commence within 4 weeks of grading completion.

   Monitoring: City staff shall site inspect during grading to monitor dust generation and four (4) weeks after grading to verify reseeding and to verify the construction has commenced in areas graded for placement of structures.

4. The applicant shall obtain proof of exemption or proof that a National Pollutant Discharge Elimination System Storm Water Permit from the California Regional Water Quality Control Board has been applied for by registered mail. **Plan Requirements & Timing:** The applicant shall submit proof and City staff shall review and approve documentation prior to LUP issuance.

   Monitoring: City staff shall review the documentation prior to LUP issuance.

Further mitigation measures to address continued groundwater remediation/monitoring and soil dewatering if groundwater is encountered during grading are described under the discussion of Hazards and Hazardous Materials.

Residual Impact

With implementation of these mitigation measures, residual project specific and cumulative hydrology and water quality impacts would be considered less than significant.

LAND USE AND PLANNING

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

Existing Setting

The project site lies at the SE corner of the Coromar/Cortona intersection in the central business district of the City, and is surrounded by other similar manufacturing/industrial development. The project site is subject to the goals, policies, and objectives of the City's General Plan/Coastal Land Use Plan as well as the Article III of the City of Goleta Municipal Code (the Inland Zoning Ordinance).

Thresholds of Significance

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

Project Specific Impacts

a) The proposed project would be constructed on the north side of the existing manufacturing/industrial building. It would not divide nor introduce an incompatible use within the already existing manufacturing/industrial development in the area. No such associated impacts would occur as a result of project implementation.

b) The proposed project complies with all development standards of the Industrial Research Park M-RP zone district under the Inland Zoning Ordinance (IZO) as well as the development standards (floor area ratio, max lot coverage, minimum open space, & minimum lot size) or applicable policies for land designated as "Business Park" under the City's General Plan/Coastal Land Use Plan. As such, no policy inconsistency impacts would occur as a result of project implementation.

c) There are no habitat or natural community conservation plans covering property in the vicinity of the project site nor would this proposal conflict with any other such plans in the City of Goleta. Therefore, project implementation has no conservation policy inconsistency impacts.

Cumulative Impacts

The project's contribution to cumulative land use and planning impacts would be considered less than significant.

Required/Recommended Mitigation Measures

No mitigation is either required or recommended.

Residual Impact

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

MINERAL RESOURCES

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

Existing Setting

There are no known mineral resources onsite of any significance. The project site has was developed with the existing, main, industrial/manufacturing building on site, and prior to that, was a part of the Glen Annie/Bishop Ranch..

Thresholds of Significance

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

Project Specific Impacts

a,b)The proposed project would not result in the loss of availability of any known mineral resource or identified resource recovery site. No such impacts would occur.

Cumulative Impacts

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

Required/Recommended Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

The proposed project would not result in any residual impacts on mineral resources.

NOISE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	See Prior Document
a. Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			■		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				■	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		■			
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		■			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			■		
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				■	

Existing Setting

The project site lies within the 60dB Community Noise Equivalent Level (CNEL) noise exposure contour within the City. Noise exposure contours map points of equal average noise levels in the same way that topographic contours map points of equal elevation. The primary sources of noise in the area are vehicular traffic on Cortona, Coromar and Hollister Avenues, aircraft operations at the Santa Barbara Municipal Airport, and to a lesser extent train traffic on the Union Pacific railroad and vehicular traffic along U.S. Highway 101 (located approximately 1,110 and 1,150-feet to the north, respectively).

Noise is defined as unwanted or objectionable sound. The measurement of sound takes into account three variables; 1) magnitude, 2) frequency, and 3) duration. Magnitude is the measure of a sound's "loudness" and is expressed in decibels (dB) on a logarithmic scale. Decibel levels diminish (attenuate) as the distance from the noise source increases. For instance, the attenuation rate for a point noise source is 6dB every time the distance from the source is doubled. For linear sources such as Highway 101 or the railroad tracks, the attenuation is 3 dB for each doubling of distance to the source.

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

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

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

Thresholds of Significance

A significant noise impact would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. Additional thresholds are contained in the City's *Environmental Thresholds & Guidelines Manual.* The City's adopted thresholds assume that outdoor CNEL noise levels in excess of 64 dB are considered to pose significant noise impacts on sensitive receptors.

Project Specific Impacts

a) As noted above, the project site lies within the 60 dB CNEL noise contour of the City. Since the project site lies within an area of the City where the CNEL does not exceed 65 dB, the exposure of the employees and employees on the project site, and employees located at adjacent properties, to such noise levels would be considered an adverse but less than significant impact.

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

c) The proposed clean room and office additions to the existing manufacturing/industrial use would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. However, the project would increase the amount of mechanical equipment on site, which would increase ambient noise levels in the project vicinity. Such an impact would be considered potentially significant.

d) As the project site does not have any sensitive receptors within ~2,000' feet of the project site (PhotoMapper), noise associated with heavy equipment operation and construction activities, which can average as high as 95 dB or more measured 50 feet from the source would not be considered to pose a potentially significant impact on sensitive receptors in the area. However, the construction noise could affect employees of Renco Encoders and employees located at adjacent and nearby buildings. Hence, construction noise would be considered a potentially significant impact.

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

Cumulative Impacts

Short term project construction noise would result in a less than significant cumulative noise impact on employees within the surrounding business park.

Required Mitigation Measures

1. Construction activity for site preparation and for future development shall be limited to the hours between 7:00 a.m. and 4:00 p.m., Monday through Friday. No construction shall occur on State holidays (e.g. Christmas, Thanksgiving, Memorial Day, 4th of July, Labor Day). Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities such as interior painting are not subject to these restrictions. Exceptions to these restrictions may be made in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning and Environmental Services. **Plan Requirements:** Two signs stating these restrictions shall be provided by the applicant and posted on site prior to commencement of construction. **Timing:** The signs shall be in place prior to beginning of and throughout all grading and construction activities. Violations may result in suspension of permits.

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

2. The following measures shall be incorporated to reduce the impact of construction noise:

   a. All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system.

   b. Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and install acoustic barriers around significant sources of stationary construction noise.

   Plan Requirements and Timing: The above measures shall be incorporated into grading and building plan specifications.

   Monitoring: Planning and Environmental Services staff shall review the grading and building permits prior to issuance to verify compliance. The Planning and Environmental Services Building & Safety Division Inspector shall verify compliance on the construction site via periodic inspections.

3. New and existing heating, ventilation, and air conditioning equipment and other commercial/industrial equipment shall be adequately maintained in proper working order so that noise levels emitted by such equipment remain minimal. Noise shielding or insulation for such equipment will be required if such equipment results in objectionable noise levels at adjacent properties. To be considered effective, such shielding should provide a 5-dBA-CNEL noise reduction. **Plan Requirements and Timing:** The above measures shall be incorporated into grading and building plan specifications.

   Monitoring: Planning and Environmental Services staff shall review the grading and building permits prior to issuance to verify compliance. The Planning and Environmental Services Building & Safety Division Inspector shall verify compliance on the construction site via periodic inspections.

Residual Impact

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

POPULATION AND HOUSING

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

Existing Setting

The project site lies within a manufacturing/industrial area centered around the Coromar Drive/Cortona Drive intersection. The property is zoned Industrial Research Park M-RP, and designated as Business Park per the Land Use Element of the City's General Plan/Coastal Land Use Plan. The project site has been the location of Renco Encoders since 1972.

Thresholds of Significance

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

Project Specific Impacts

a) The proposed additions would not create any new residential units, but the additions would contribute the City's General Plan/Local Coastal Plan projected buildout of the City (General Plan/Local Coastal Plan FEIR Population and Housing Element), and hence, the increase in employment opportunities as well. The anticipated increase in employees resulting from the proposed project would be so minimal that no measurable impact on population growth in the area would occur. No new roads or infrastructure that could support other new development would be required. As such, impacts resulting from potential inducement of population growth in the City would be considered less than significant.

b,c) The proposed project would not displace any existing housing units or require the displacement of any people thereby necessitating the construction of replacement housing. Therefore, no such impacts would occur.

Cumulative Impacts

The project's contribution to cumulative population growth as well as adverse impacts on the area's housing supply would be less than significant (population growth) or non-existent (housing supply).

Required/ Recommended Mitigation Measures

No mitigation measures are required or recommended.

Residual Impact

Residual impacts on population growth and the area's housing supply, as well as the project's contribution to such cumulative impacts would be less than significant (population) or non-existent (housing).

PUBLIC SERVICES

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

Existing Setting

Police and fire protection services would be provided by the City of Goleta Police Department and Santa Barbara County Fire Department. Employees of Renco Encoders could avail themselves of a variety of parks and other public services such as the Goleta Branch of the County Library and a mix of City, County, and privately owned parks in the Goleta Valley.

Thresholds of Significance

A significant impact on Public Services would be expected to occur if the proposed project resulted in any of the impacts noted in the above checklist. In addition, the City's *Environmental Thresholds & Guidelines Manual* includes thresholds of significance for potential impacts on area schools. Specifically, under these thresholds any project that would generate enough students to generate the need for an additional classroom using current State standards, would be considered to result in a significant impact on area schools.[4]

[4] Current State standards for classroom size are as follows:
Grade K-2—20 students/classroom
Grade 3-8—29 students/classroom
Grades 9-12—28 students/classroom

Project Specific Impacts

a) Fire Department emergency vehicle access requirements for the project include a minimum width of 20 feet minimum width for all driveways and interior drive aisles, with the exception of the driveway and interior drive aisle along the northwest side of the property, which are both 15 feet in width. (Johnson, September 16, 2008). Therefore, all driveways and interior drive aisles comply with these requirements, and as such, adequate emergency and fire vehicle access is provided for the proposed project.

The minimal increase in the number of employees working at the project site would not generate the need for any additional fire fighting facilities and/or fire fighting personnel in the City. The primary responding County Fire Station for the proposed project would be Station 11 on Storke Road. Also, county fire station 14 at 320 North Los Carneros Road is also in close proximity to the project site. Response times from both stations are within County Fire Department guidelines (five minutes or less). The existing fire hydrant infrastructure in the area is also substandard and does not meet the 300' spacing requirement for commercial areas. Three new fire hydrants and upgrades to the two existing fire hydrants at the project site would be required to ensure adequate fire protection for the proposed project (Martin Johnson, Captain, Fire Prevention Division, Santa Barbara County Fire Department, September 16, 2008). If the fire hydrants are not installed per Fire Department requirements, the project would pose a potentially significant impact to fire services.

b-e) The minimal increase in the number of employees working in the area would have no impact on the County Sheriff Department's ability to adequately serve the citizens of the City. As no residential units are proposed as a part of this application, there would be no adverse impact on enrollment in either the Goleta Union or Santa Barbara School & High School Districts. Any potential demand generated by the project for parks and other public facilities/services would be so minimal as to be immeasurable. No such impacts would occur as a result of project implementation.

Cumulative Impacts

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

Required Mitigation Measures

1. The composite utility plan to be prepared by the applicant shall include the installation of three fire hydrants and the upgrading of the existing two fire hydrants on site to serve the proposed project meeting all applicable Santa Barbara County

Fire Department requirements. **Plan Requirements & Timing:** The composite utility plan identifying the location and specifications of the required fire hydrants shall be submitted for review and approval by the Santa Barbara County Fire Department as well as City staff and the DRB prior to LUP issuance. The required fire hydrants shall be installed and approved in the field by the Santa Barbara County Fire Department prior to any occupancy clearance.

Monitoring: City staff shall verify compliance with the requirement to prepare a Fire Department approved composite utility plan prior to DRB preliminary/final review of the project. City staff shall verify Fire Department approval of the installed fire hydrant prior to any occupancy clearance.

Residual Impact

Upon implementation of this mitigation measure, residual project specific impacts on fire protection services would be less than significant. All other residual project specific and project contributions to cumulative impacts on public services would be less than significant.

RECREATION

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

Existing Setting

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

Thresholds of Significance

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

Project Specific Impacts

There are no park facilities proposed as a part of this project. As provided in Figure 3.10-3 of the City of Goleta GP/CLUP Final EIR, there are several existing neighborhood open space areas, neighborhood parks, and community parks within the vicinity (i.e. one mile) of the project that could accommodate local recreational demands of the project employees. Given the available supply of recreational facilities and the small number of employees added to the area as a result of the proposed project, the project's recreation impacts are considered less than significant.

Cumulative Impacts

The proposed project in combination with other proposed manufacturing/industrial uses within the City could increase the City's population which would result in a cumulative increase in impacts to the City's recreational capacity. Given the small number of employees added to the area as a result of the proposed project, the project's contribution to cumulative impacts are considered less than significant.

Required/Recommended Mitigation Measures

The proposed project's contribution to cumulative demand for parks and recreational facilities would be addressed through the payment of park and recreation development impact fees. No recreational impact mitigation measures are required or recommended.

Residual Impact

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

TRANSPORTATION/TRAFFIC

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

Existing Setting

The site is bound on the north by Cortona Drive, to the south by a commercial/industrial facility, to the east by a vacant field, to the northeast by a commercial/industrial use, and to the west by Coromar Drive. Access to the site is proposed via an existing two-way driveway off of Coromar Drive on the western side of the site, an existing two-way driveway off of Cortona Drive on the northeastern side of the site, and an existing one-way driveway (enter only) on the northwestern side of the site. Access to the site will not change as a result of the proposed project. The drive aisle between the western

and northeastern driveways would be a 28-feet wide, and the drive aisle beyond the enter only driveway at the northwestern end of the project site is 15-feet wide. Both exiting two-way driveways on site allow both left and right turns onto Coromar and Cortona Drives, respectively. A sidewalk providing pedestrian access already exists along the project frontage on Coromar Avenue; however, there is no sidewalk along the Cortona Drive project frontage. Parking for the proposed project would be provided on site in 98 parking spaces, plus three (3) loading spaces in Phase II and 104 spaces, plus three (3) loading spaces in Phase III.

Thresholds of Significance

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

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

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

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

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

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

Project Specific Impacts

a,d) To facilitate assessment of potential traffic impacts resulting from project implementation, the City of Goleta's consulting Traffic Engineer (Jim Biega) prepared and submitted a traffic study dated August 20, 2007. That study was reviewed and approved by the applicant. Per this traffic study, project trip generation was developed by considering estimation techniques contained in Trip Generation (7th Edition) prepared by the Institute of Transportation Engineers. Project trip generation is shown in Table 1.

Roadway segments expected to be affected by the proposed project include Storke Road Avenue both north and south of Hollister Avenue, Hollister Avenue both east and west of Los Carneros Avenue, and Los Carneros both north and south of Hollister Avenue. Existing roadway traffic volumes for each of these road segments is shown in Table 2.

Table 2 indicates that all of the roadway segments likely to be affected by the proposed project currently operate at acceptable levels of service and the addition of 148 new ADTs to this roadway network would not result in traffic volumes that exceed design capacity or degrade existing levels of service significantly. As such, project specific impacts on roadway operations within the project travelshed would be considered less than significant.

Intersection traffic signal warrant evaluations were conducted for the Coromar Drive/Hollister Avenue intersection and the Cortona Drive/Hollister Avenue intersection. Figures 4 and 5 (contained within the traffic study) show the peak hour traffic signal warrants for these intersections. The peak hour traffic signal warrant is not satisfied under existing or existing plus project conditions at the Coromar Drive/Hollister Avenue intersection. The peak hour traffic signal warrant is barely satisfied under existing and existing plus project conditions at the Cortona Drive/Hollister Avenue intersection. The peak hour traffic signal warrant is projected to be satisfied under cumulative and cumulative plus project conditions at both intersections. Motorists accessing Hollister Avenue from each of these intersections under existing conditions were observed to experience relatively minor delays.

In consideration of the lack of a project-specific impact, and in consideration of the signal warrant and delay information listed above, the project is not to be responsible for any modifications to the Coromar Drive/Hollister Avenue intersection or the Cortona Drive/Hollister Avenue intersection. The existing side-street stop control should be maintained at the Coromar Drive/Hollister Avenue intersection and the Cortona Drive/Hollister Avenue intersection until the contribution of cumulative projects traffic to the intersections justify a modification to the intersections. It should also be noted that the project's contribution to the City's GTIP fee could be used toward intersection improvements such as striping modifications or signal installations if more strongly warranted in the future. Therefore, it is found that the project's effect on intersections is less than significant.

Table 1
Project Trip Distribution

ITE 7th Edition Trip Generation Rates

Site Plan Land Use Descriptions	Land Use Category	Unit	AM Peak Hour Rate			PM Peak Hour Rate			ADT Rate
			Inbound %	Outbound %	Rate	Inbound %	Outbound %	Rate	
Renco Encoders	Office	1 Thousand Square-Feet	88%	12%	1.55	17%	83%	1.49	11.01
Renco Encoders	Manufacturing	1 Thousand Square-Feet	77%	23%	0.73	36%	64%	0.74	3.82

Proposed Project Site Land Use Trip Generation

Proposed Project Site Descriptions	Proposed Project Site Land Uses	Amount	AM Peak Hour			PM Peak Hour			ADT
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Renco Encoders	Office	10.4 Thousand Square-Feet	14	2	16	3	13	15	115
Renco Encoders	Manufacturing	8.8 Thousand Square-Feet	5	1	6	2	4	7	34
TOTAL (Proposed Project Site Land Use Trips)			19	3	23	5	17	22	148

Table 2
Existing Roadway Levels of Service

Roadway Segment	Roadway Classification	Count Year	ADT Traffic Count	Arterial Threshold LOS C	Level of Service
Storke north of Hollister	Major Arterial	2005	40,000 ADT	34,000 ADT	LOS C
Storke south of Hollister	Major Arterial	2005	15,800 ADT	14,300 ADT	LOS C
Hollister east of Los Carneros	Major Arterial	2005	15,700 ADT	34,000 ADT	LOS C
Hollister west of Los Carneros	Major Arterial	2003	23,000 ADT	34,000 ADT	LOS C
Los Carneros north of Hollister	Major Arterial	2005	28,000 ADT	34,000 ADT	LOS C
Los Carneros south of Hollister	Major Arterial	2005	20,500	14,300	LOS C

b) To assess the project's impact on various intersections within its affected travelshed, the traffic study evaluated thirteen different intersections by comparing existing conditions to cumulative plus project conditions. Signalized Intersection Level of Service (LOS) was calculated utilizing the Intersection Capacity Utilization (ICU) methodology in TRAFFIX software, which generates a volume to capacity (V/C) ratio that is then correlated to a specific level of service. Stop-controlled intersection LOS was calculated using the Highway Capacity Manual (HCM) methodology contained in TRAFFIX software, which related delay (seconds/vehicle) to a specific LOS. The resulting LOS's for the intersections studiting are shown in Tables 3 and 4. (Jim Biega, Renco Encoders Traffic Evaluations, August 20, 2007). These tables indicate that the project will not exceed the City thresholds (above) and hence, will not cause any project-specific or cumulative impacts during the AM and PM peak hours.

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

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

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

As shown in Tables 3 and 4, project specific impacts do not exceed these standards as the AM and PM peak trips generated by the project are not concentrated to one intersection, and hence will not add enough trips to any CMP intersection to result in an A or B intersection to decrease by two levels of service or cause a LOS C intersection (there are no LOS D intersections) to worsen to a LOS D intersection. Hence, the project will not cause any project-specific impacts during the AM and PM peak hours.

Table 3
Existing A.M. Peak Hour Levels of Service

Exhibit 4A - Renco AM LOS Table	2007 AM - Renco				2007 + Project AM - Renco				Project Specific Impacts				2030 AM - Renco				2030 + Project AM - Renco				Project Cumulative Impacts			
Intersection	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Crit V/C Change	Total Project Trips	Project Impact?	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Crit V/C Change	Total Project Trips	Cumul Impact?	Avg Crit Del Change
#1 Glen Annie Road/US-101 NB Ramps	B	24.2	0.658	37.8	B	24.2	0.659	37.9	0.001	2	No	0.1	C	25.1	0.722	42.4	C	25.2	0.723	42.5	0.001	2	No	0.1
#2 Storke Road/US-101 SB Ramps	C	11.4	0.706	20.6	C	11.4	0.706	20.7	0	6	No	0.1	E	16.9	0.919	34.6	E	16.9	0.92	34.7	0.001	6	No	0.1
#3 Storke Road/Hollister Avenue	B	22.6	0.636	25.8	B	22.6	0.636	25.8	0.001	7	No	0	D	26.3	0.813	31	D	26.3	0.814	31.1	0.001	7	No	0.1
#4 Cortona Drive/Hollister Avenue	B	1	0.224	1	B	1	0.226	1	0.002	7	No	0	C	2.3	0.362	2.3	C	2.3	0.364	2.3	0.002	7	No	0
#5 Coromar Drive/Hollister Avenue	C	0.6	0.22	0.6	C	0.6	0.22	0.6	0	7	No	0	F	15.0	0.617	15.0	F	16.1	0.618	16.1	0.001	7	No	0.5
#2 Los Carneros Road/US-101 NB Ramps	A	16.6	0.548	16.6	A	16.6	0.55	16.6	0.002	9	No	0	C	20.4	0.747	20	C	20.6	0.75	166.2	0.003	9	No	146.2
#10 Los Carneros Road/US-101 SB Ramps	B	40.6	0.665	16.2	B	41.4	0.668	16.2	0.003	10	No	0	D	116.6	0.843	26.2	D	117.6	0.846	26.4	0.003	10	No	0.2
#11 Los Carneros Road/Calle Koral	A	9.7	0.482	4.5	A	9.6	0.484	4.4	0.002	10	No	-0.1	B	11.3	0.677	6.1	B	11.3	0.679	6.1	0.002	10	No	0
#14 Los Carneros Road/Castilian Drive	A	4.5	0.398	4.5	A	4.6	0.406	5.6	0.008	12	No	1.1	B	7.2	0.813	7.7	B	7.3	0.817	7.8	0.004	12	No	0.1
#15 Los Carneros Road/Hollister Avenue	A	20.6	0.486	20.8	A	20.6	0.487	20.8	0.001	3	No	0	B	23.8	0.654	25.3	B	23.8	0.655	25.3	0.001	3	No	0
#17 Los Carneros Way/Hollister Avenue	A	10.3	0.392	12.8	A	10.2	0.393	12.8	0.001	2	No	0	A	11.2	0.498	14.9	A	11.2	0.498	14.9	0	2	No	0
#305 Marketplace Dr/Hollister Ave	A	3.4	0.432	4.3	A	3.4	0.432	4.3	0	2	No	0	A	4.2	0.523	6	A	4.2	0.524	6	0.001	2	No	0
#307 Storke Rd/Marketplace Dr	A	13.8	0.373	16.7	A	13.8	0.373	16.7	0	1	No	0	A	16.5	0.522	16.9	A	16.5	0.523	16.9	0.001	1	No	0

Table 4
Existing P.M. Peak Hour Levels of Service

Exhibit 4B - Renco PM LOS Table		2007 PM - Renco				2007 + Project PM - Renco				Project Specific Impacts				2030 PM - Renco				2030 + Project PM - Renco				Project Cumulative Impacts			
Intersection		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Crit V/C Change	Total Project Trips	Project Impact?	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Crit V/C Change	Total Project Trips	Cumul Impact?	Avg Crit Del Change
#1	Glen Annie Road/US-101 NB Ramps	B	21.6	0.651	25	B	21.5	0.662	25.1	0.001	4	No	0.1	C	24.6	0.752	31.9	C	24.5	0.752	31.9	0	4	No	0
#2	Storke Road/US-101 SB Ramps	C	6.8	0.727	16.1	C	6.6	0.727	15.1	0	4	No	0	D	10.9	0.887	24.4	D	10.9	0.887	24.4	0	4	No	0
#3	Storke Road/Hollister Avenue	C	26.6	0.774	29.6	C	26.6	0.776	29.7	0.002	6	No	0.1	E	35.7	0.946	42.4	E	35.8	0.947	42.5	0.001	6	No	0.1
#4	Cortona Drive/Hollister Avenue	C	0.9	0.348	0.9	C	0.9	0.35	0.9	0.002	7	No	0	F	232.9	0.805	232.9	F	234.8	0.806	234.8	0.001	7	No	1.9
#5	Coromar Drive/Hollister Avenue	C	0.7	0.326	0.7	C	0.8	0.33	0.8	0.004	7	No	0.1	F	OVERFL	1.006	OVERFL	F	OVERFL	1.01	OVERFL	0.004	7	No	########
#9	Los Carneros Road/US-101 NB Ramps	A	18.1	0.563	35.4	A	18.1	0.563	35.5	0	3	No	0.1	B	18.4	0.602	41.2	B	18.4	0.602	41.3	0	3	No	0.1
#10	Los Carneros Road/US-101 SB Ramps	C	6.1	0.712	15.7	C	6.1	0.716	15.9	0.004	9	No	0.2	E	15.9	0.918	23	E	16.1	0.921	23.4	0.003	9	No	0.4
#11	Los Carneros Road/Calle Koral	C	12.4	0.766	15.3	C	12.4	0.768	15.3	0.002	10	No	0	D	14.2	0.828	17.3	D	14.2	0.83	17.3	0.002	10	No	0
#14	Los Carneros Road/Castilian Drive	A	16.7	0.589	16.6	A	17	0.594	16.7	0.005	13	No	0.1	C	23.3	0.737	33	C	23.6	0.742	33.4	0.005	13	No	0.4
#15	Los Carneros Road/Hollister Avenue	B	25.4	0.697	27.6	B	26.4	0.697	27.6	0	2	No	0	D	30.4	0.841	34	D	30.4	0.841	34	0	2	No	0
#17	Los Carneros Way/Hollister Avenue	A	5	0.54	7.1	A	5	0.54	7.1	0	1	No	0	A	5.1	0.584	7.1	A	5.1	0.584	7.1	0	1	No	0
#206	Marketplace Dr/Hollister Ave	A	12.8	0.537	17.7	A	12.8	0.537	17.7	0	1	No	0	A	13	0.573	18.1	A	13	0.573	18.1	0	1	No	0
#207	Storke Rd/Marketplace Dr	A	22.8	0.577	26.4	A	22.8	0.577	26.4	0	1	No	0	B	23.1	0.63	23.6	B	23.1	0.63	23.6	0	1	No	0

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

e) As noted in the discussion of fire protection services under the section on Public Services of this document, Fire Department emergency vehicle access requirements for the project include a minimum width of 20 feet minimum width for all driveways and interior drive aisles, with the exception of the driveway and interior drive aisle along the northwest side of the property, which are both 15 feet in width. (Johnson, July 2008). Per the proposed site plan, all driveways and interior drive aisles comply with these requirements, and as such. However, if the project is not built to the aforementioned driveway and drive aisle width specifications, the project would present a potentially significant impact to fire protection services.

f) *Long Term Parking*

Phase II of the proposed project would provide 92 standard, non-residential parking spaces (9' x 16½'), which includes six (6) handicapped spaces (minimum of 14' x 16½'), and three loading spaces (10' x 30') for a total of 92 parking spaces, plus three loading spaces. Phase III of the proposed project would provide 110 standard, non-residential parking spaces (typical size proposed is 9' x 17'), including six (6) handicapped spaces (minimum of 14' x 16½'), and three (3) loading spaces (10' x 30') for a total of 110 parking spaces, plus three (3) loading spaces. Phase II parking exceeds the City's minimum parking requirements for the project (89 spaces) and meets the City's minimum requirement for off-street loading facilities for commercial uses. Phase III parking meets the City's minimum parking requirements for the project (110 spaces) as well as the minimum requirement for off-street loading facilities for commercial uses.

In addition, the City's Inland Zoning Ordinance requires minimum drive aisle widths on site to ensure adequate vehicle backing space to safety enter and exit parking spaces with a minimum of turning movements. The minimum width of the drive aisle on the south and southwest side of the property (in accordance with the City's Inland Zoning Ordinance) is 60.5-feet measured from the front of one parking space to the front the opposing space as such spaces are 90^0 from the drive aisle itself. The minimum width of the drive aisle on the east side and north sides of the property are 43.5-feet and 46-feet, respectively. The project as proposed is in conformance with these minimum drive aisle widths which ensures that the interior vehicular circulation and parking plan is fully functional. However, the current plans are conceptual and if the project is not built as currently proposed, the project could pose a potentially significant impact on parking.

Short Term Construction Parking
Vehicular access to the project site for construction activities and workers is available from both Cortona and Coromar Drives (both classified as local streets and roads in the City's GP/CLUP Figure 7-2). However, because construction activities often conflict with onsite construction vehicle parking, such vehicles may have to be parked offsite for significant amounts of time. While offsite parking in the near vicinity is available, it is not on land owned by the applicant. As such, demand for construction related vehicle parking either on or offsite is considered to pose a potentially significant, short term parking impact.

g) The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. The project would not adversely affect any existing or planned bus stops in the area, lies in close proximity to bus service making public transportation access to the project substantially more feasible for employees, and would provide seven (7) bicycle parking spaces for people wishing to use bicycles for transportation purposes to and from the site. Therefore, the project does not conflict with the City's General Plan policies supporting alternative transportation, and hence, the project poses no impact in this regard.

Cumulative Impacts

There are no cumulative impacts related to level of service conditions on nearby roadways and the project's contribution to peak hour traffic signal warrants is less than significant. The project's contribution to cumulative traffic impacts in the City would be addressed by payment of the required traffic development impact mitigation fees.

Required Mitigation Measures

1. Construction vehicle parking and/or staging of construction equipment or materials, including vehicles of construction personnel, is prohibited along both Coromar Drive and Cortona Drive. **Plan Requirements & Timing:** The applicant shall prepare a construction vehicle parking plan, including provisions for construction personnel parking and construction equipment/materials staging, for both on and offsite locations in the vicinity of the project site the precludes the need for any construction related parking or equipment/materials staging on either Coromar Drive or Cortona Drive. Said plan shall be reviewed and approved by City staff prior to issuance of any LUP for the project.

   Monitoring: City staff shall ensure compliance with this requirement prior to Director consideration of the project. City staff shall periodically monitor in the field to verify compliance throughout all construction activities.

Mitigation regarding preliminary and final review by the Design Review Board to ensure a complete site plan is included in the Aesthetics section of this document.

Residual Impact

With implementation of these mitigation measures, residual project specific and cumulative traffic impacts would remain less than significant.

UTILITIES AND SERVICE SYSTEMS

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

Existing Setting

Sewage Disposal

The Goleta West Sanitary District (GWSD) provides sewer service in the project area. Sewage travels along gravity fed collection sewers to a main trunk line. The trunk line terminates at the GWSD pump house located on the UCSB campus Lot 32, at which point the waste is transferred via a pressurized line running parallel to the Santa Barbara Airport, to the Goleta Sanitary District's (GSD) treatment plant located on William Moffet Place next to the Santa Barbara Municipal Airport. treatment of wastewater collected by GWSD is provided through a contract with the Goleta Sanitary District (GSD). The GSD treatment plant has a capacity of 9.7 million gallons per day (based on average daily flow) but is currently limited to 7.64

million gallons per day under a National Pollutant discharge Elimination System (NPDES) permit issued by the US environmental Protection Agency with concurrence from the Central Coast Regional Water Quality Control Board. Disposal of treated effluent is by ocean outfall offshore from Goleta Beach under its agreement with GSD. GWSD is allocated 40.78 percent of the capacity at the sewage treatment plant, which equates to about 3.12 million gallons per day. GWSD currently generates approximately 1.71 mgd of sewage that is treated at the GSD plant, resulting in about 1.41 mgd of remaining capacity in the GWSD's existing system. (Citrus Village Final Mitigated Negative Declaration, August 15, 2008).

Water Supply

The Goleta Water District (GWD) is the water purveyor for the City of Goleta. The GWD currently has four sources of water: surface water from the Lake Cachuma Project; surface water from the State Water Project; ground water from the Goleta basin; and recycled water. These sources delivered an estimated 15,300 AFY to the GWD in 2005 and together are expected to be able to provide approximately 17,672 Acre Feet per Year (AFY) to the GWD through the year 2030. The Lake Cachuma Project provides approximately 9,320 AFY, the State Water Project provides approximately 4,500 AFY, ground water sources provide approximately 2,350 AFY, and recycled water facilities provide up to 1,500 AFY. The GWD rights to ground water were adjudicated in a lawsuit that was filed in 1973 *Wright* v. *Goleta Water District* and finally settled in 1989. "The Wright Judgment" stipulated a safe ground water yield from the ground water basin of 3,410 AFY and gave the GWD rights to 2,350 of that amount based on a ten-year average. (Citrus Village Final Mitigated Negative Declaration, August 15, 2008).

Stormwater Control Facilities

Stormwater runoff from the property is collected from one, bio-filtered catch basin and two catch basins within landscaped areas for natural bio-filtration. This runoff is then directly connected to the City's stormdrain under Cortona Drive, which discharges it's confluence into Tecolotito Creek. These stormdrain facilities would serve the proposed project without further modification.

Solid Waste

Solid waste generated in the City is collected by Marborg (south of Hollister Avenue) and Allied Waste (north of Hollister Avenue) and transported to the Tajiguas Landfill 20 miles to the west of Goleta on the Gaviota Coast. The County has received approval for, and is in the process of expanding the landfill to provide for an additional 15 years of solid waste disposal capacity. The landfill now has sufficient capacity to provide solid waste disposal services to the South Coast until 2020.

Thresholds of Significance

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

Project Specific Impacts

a,e) The project site is served by the Goleta West Sanitary District (GWSD) with only a collection system. The GWSD wastewater is then sent to the Goleta Sanitary District (GSD) for treatment and disposal services. Using the wastewater generation factors for commercial uses from the City of Goleta General Plan/Coastal Land Use Plan EIR, estimated wastewater generation for the project would be evaluated at 100 gallons per day per 1,000-square feet of habitable building space. Based on the application of these wastewater generation rates, it is estimated that the proposed additions would generate approximately 1,920 GPD of wastewater. This represents approximately 0.1% of the remaining available collection capacity under the GWSD's operating permit from the RWQCB, and approximately 0.1% of the remaining available treatment capacity of the GSD. While this level of estimated demand would have no potential to increase wastewater volumes conveyed to the GSD's sewage treatment plant in excess of the Districts current operating permit from the RWQCB, the applicant has yet to provide a Can & Will Serve/Intent to Serve letter from the GWSD. As such, the proposed project poses a potentially significant impact on the availability and adequacy of central sewage disposal service.

b,c) The proposed project would not necessitate any new construction or expansion of existing wastewater or domestic water treatment facilities. Corresponding environmental impacts normally associated with such facility construction and/or expansion would not occur as a result of this project. The existing stormdrain system in the area is sufficient to convey stormwater flows from the surrounding area to Tecolotito Creek and Goleta Slough, even with buildout of the project area. Therefore, the project would not require the construction of any new stormwater facilities and as such, corresponding environmental impacts normally associated with such facility construction and/or expansion would not occur.

d) The project also would not contribute to groundwater overdraft as no wells are proposed onsite. Projects served by the GWD would not cause or contribute

to groundwater basin overdraft pursuant to the requirements of the Wright vs. Goleta Water District judgment.

Based on the Water Duty Factors as noted in the City's *Environmental Thresholds & Guidelines Manual*, project water consumption would be as follows:

Research Park MRP—0.14 AFY/1,000 ft^2 * 19,200 ft^2 = 2.69 AFY

Applying these water duty factors, it is estimated that the proposed project would consume 2.69 AFY of GWD water. This represents approximately 0.018 percent of the water received by GWD in 2005 (See above, the GWD estimated that they received 15,300 AFY in 2005), and approximately 0.015 percent of the water available to the GWD in the near and between 2030 (See above, the GWD estimated that they will be able to receive 17,672 AFY for the next 25 year). Given these projections, the GWD has sufficient supply to service this project. However, the applicant has yet to provide a Can & Will Serve letter from the GWD. Until such a commitment is given by the GWD, a final determination as to the availability of central water service by the GWD to serve the proposed project cannot be made. As such, the proposed project poses a potentially significant impact on the availability and adequacy of central water service.

f) As noted above, projects that are estimated to generate 196 tons/year or more of solid waste, after receiving a 50% credit for source reduction, recycling, and composting, are considered to pose a significant, project specific impact. Based on the solid waste generation factors noted in the City's *Environmental Thresholds & Guidelines Manual*, solid waste generation for the proposed project would be as follows:

Manufacturing Space—0.0026 tons/year/ft^2 * 19,200 ft^2 = 49.92 tons/year

Based on the application of these solid waste generation rates, it is estimated that the proposed project would generate a total of 49.92 tons/year before being given a 50% source reduction, recycling, and composting credit. After being given the 50% credit, the estimated yearly solid waste volume generated by the project would be 24.96 tons. As such, project specific impacts on the solid waste flow into the Tajiguas Landfill would be considered adverse, but less than significant.

g) The proposed project would not result in the generation of any solid waste in violation of any Federal, State, or local solid waste regulations or statutes.

Cumulative Impacts

Project contributions to cumulative impacts on public utilities or service systems such as wastewater collection and treatment, potable water supplies, stormdrain and runoff control infrastructure, or the Tajiguas Landfill would be less than significant.

Required Mitigation Measures

1. The applicant shall obtain a Can & Will Serve letter from the Goleta West Sanitary District (GWSD). **Plan Requirements & Timing:** The Can & Will Serve letter shall be submitted to the City prior to issuance of any LUP for the project.

   Monitoring: City staff shall verify compliance prior to issuance of any LUP for the project.

2. The applicant shall obtain a Can & Will Serve letter from the Goleta Water District (GWD). **Plan Requirements & Timing:** The Can & Will Serve letter shall be submitted to the City prior to issuance of any LUP for the project.

   Monitoring: City staff shall verify compliance prior to issuance of any LUP for the project.

Recommended Mitigation Measure

3. A Waste Reduction and Recycling Plan (WRRP) shall be submitted to the Community Services Department for review and approval. Said plan shall indicate how a 50% diversion goal shall be met during construction including but not limited to the following:

   a. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete asphalt).
   b. During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite.
   c. The applicant/property owner shall contract with a City approved hauler to facilitate the recycling of all construction recoverable/recyclable material. (Copy of contract to be provided to the City.) Recoverable construction material shall include but not be limited to asphalt, lumber, concrete, glass, metals, and drywall.

   Plan Requirement and Timing: This requirement shall be printed on the grading and construction plans. Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to occupancy clearance.

Monitoring: At the end of the project, applicant shall submit a Post-Construction Waste Reduction & Recycling Summary Report documenting the types and amounts of materials that were generated during the project and how much was reused, recycled, composted, salvaged, or landfilled.

4. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete asphalt). During grading and construction, separate bins for recycling of construction materials and brush shall be provided onsite. **Plan Requirements:** This requirement shall be printed on the grading and construction plans, and the applicant shall submit a post-construction waste reduction and recycling summary to the Community Services Department. **Timing:** Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to occupancy clearance. The post-construction waste reduction and recycling summary shall be submitted within ten (10) days of waste disposal and recycling activities.

Monitoring: City staff shall verify compliance prior to occupancy clearance.

Residual Impact

With implementation of the above mitigation measures, residual project specific and cumulative impacts on utilities and service systems would be considered less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE

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

ATTACHMENT 4

GENERAL PLAN CONSISTENCY ANALYSIS

RENCO ENCODERS ADDITIONS PROJECT
GENERAL PLAN CONSISTENCY ANALYSIS
07-103-DP

Land Use Element

Policy LU 1.7 New Development and Protection of Environmental Resources [GP/CP] *Approvals of all new development shall require adherence to high environmental standards and the preservation and protection of environmental resources, such as environmentally sensitive habitats, consistent with the standards set forth in the Conservation Element and the City's Zoning Code.*

Consistent. The proposed project's impact on environmental resources was analyzed within a Mitigated Negative Declaration that considered impacts and mitigations of environmental resources, such as the Tecolote Creek Environmentally Sensitive Habitat Area. Policies throughout the General Plan, and specifically within the Conservation Element, and the City's Zoning Code were analyzed. Appropriate mitigation measures consistent with the General Plan and Zoning Code include Best Management Practice (BMP/erosion control requirements, identification of appropriate wash off areas during the construction period on the project plans, and stormwater system maintenance program. Therefore, the proposed project would be consistent with this policy.

Policy LU 1.8 New Development and Neighborhood Compatibility [GP/CP] *Approvals of all new development shall require compatibility with the character of existing development in the immediate area, including size, bulk, scale, and height. New development shall not substantially impair or block important viewsheds and scenic vistas, as set forth in the Visual and Historical Resources Element.*

Consistent. This policy is intended to ensure that new development is compatible with the surrounding neighborhood. Surrounding development includes a wide variety of architectural styles and building sizes. The project site is essentially a developed, infill lot, with a majority of its landscaping along Coromar and Cortona Drives. The proposed architecture is appropriate for the land use and in context with the variety of architectural styles and building sizes surrounding the project site. The project, as conditioned, will not create an adverse impact to community character, aesthetics or public. Therefore, the proposed project would be consistent with this policy.

Policy LU 1.9 Quality Design in the Built Environment. [GP/CP] *The City shall encourage quality site, architectural, and landscape design in all new development proposals. Development proposals shall include coordinated site planning, circulation, and design. Public and/or common open spaces with quality visual environments shall be included to create attractive community gathering areas with a sense of place and scale.*

Consistent. The proposed Renco Encoders Additions project was designed to match the site's existing development and blend in with surrounding development. The project includes architectural detailing that will blend the proposed additions into the existing architectural theme of the existing building. This includes the continuation of the existing architectural accent band around the building, use of the same materials and colors for the proposed additions, and the use of parapet walls to match the existing parapet wall. Furthermore, the height of the second story will not exceed General Plan or zoning ordinance requirements, and will not exceed the height of surrounding two story buildings in the area. The DRB reviewed the project conceptually, and this review considered the site plan, landscape plan, elevations, neighborhood compatibility, etc. Ultimately, the DRB gave the project's architecture, landscaping and grading favorable comments. The project will still be subject to Preliminary and Final DRB review, which will include more DRB critique and comments on refinements to the project architectural, lighting and landscape plans. Community Services review and approval of the final project plans for the new access driveways will further ensure that the project will not result in traffic safety impacts. Therefore, the proposed project would be consistent with this policy.

LU 1.13 Adequate Infrastructure and Services. [GP/CP] *For health, safety, and general welfare reasons, approvals of new development shall be subject to a finding that adequate infrastructure and services will be available to serve the proposed development in accordance with the Public Facilities and Transportation Elements.*

Consistent. This application has been considered in light of adequate infrastructure and services. While adequate infrastructure and services are currently available, the project has been conditioned to require proof of service availability from service providers prior to Land Use Permit Issuance. All existing streets and highways serving the proposed project are adequate and properly designed. As indicated by the conclusions of the traffic study for the project (and concurrence by the Applicant regarding these conclusions), project-generated traffic would not trigger traffic thresholds or Transportation Element standards for roadways or intersections and local streets and highways can accommodate the traffic generated by the project. Community Services review and approval of the final project plans for the new access driveways will further ensure that the project will not result in traffic safety impacts. The project is conditioned to contribute Goleta Transportation Improvement Fees to fund identified improvements to the area roadway network. Therefore, the proposed project would be consistent with this policy.

LU 4.2 Business Park (I-BP). [GP/CP] *This use designation is intended to identify lands for attractive well-designed business parks that provide employment opportunities to the community and surrounding area. The intensity, design, and landscaping of development should be consistent with the character of existing development currently located in these areas. Uses in the Business Park designation may include a wide variety of research and development, light*

industrial, and office uses, as well as small-scale commercial uses that serve the needs of business park employees. In addition, lands designated with a Hotel Overlay may include transient lodging that emphasizes extended stays, as set forth in LU 1.12. The maximum recommended FAR set forth in Table 2-3 is increased from 0.4 to 0.5 for hotel uses. Activities in business park areas shall be conducted primarily indoors, and outdoor storage, processing, manufacturing, and vehicle repair are prohibited. Performance standards for Business Park uses shall ensure that:

a. The scale and design of these uses are compatible with each other and with the existing character of the park and surrounding neighborhoods.
b. Lighting from these uses will not interfere or conflict with adjacent nonindusrial properties.
c. Signage will be controlled.
d. Curb cuts will be minimized and sharing of access encouraged. Adequate and safe motorized and nonmotorized access to the site is provided, and transportation and circulation impacts, especially on residential areas, will be mitigated.
f. Quality landscaping including outdoor seating areas, will be provided to enhance the visual appeal of the area.

Consistent. The project site is within the Business Park land use designation, which lists Research and Development as an allowable use. The proposed research and development building coverage, maximum height, Maximum FAR and parking are consistent with Zoning Ordinance requirements, and the project is consistent with the recommended standards for building intensity listed in Table 2-3 above. Therefore, the proposed project would be consistent with this policy.

LU 11.2 Nonresidential Growth Limit Based on New Housing Production. [GP/CP] *The quantity of new nonresidential floor area that may be approved for construction each year shall be limited based upon the umber of residential units authorized for construction in the preceding year. The nonresidential growth-management system may allow carryover of all or part of any unused portion of the total allocation to the following year.*

Consistent. The project is subject to Ordinance 03-04, the Goleta Growth Management Ordinance. The provisions of Section 8, Competitive System for Assigning Allocations to Non-Exempt Projects, are applicable. The ordinance includes a point system for non-exempt projects. Points are awarded at the time of any discretionary action for approval of the project. The criteria for awarding points are included in Attachment 6. Staff recommends the assignment of 7 points for this project. Therefore, the proposed project would be consistent with this policy.

Open Space Element

OS 8.3 Preservation. [GP/CP] *The City shall protect and preserve cultural resources from destruction. The preferred method for preserving a recorded archeological site shall be by preservation in place to maintain the relationship between the artifacts and the archaeological context. Preservation in place may be accomplished by deed restriction as a permanent conservation easement, avoidance through site planning and design, or incorporation of sites into other open spaces to prevent any future development or use that might otherwise adversely impact these resources.*

Consistent. The project site was surveyed by Heather MacFarlane of MacFarlane Archaeological Consultants (November, 2004). The study did not reveal any cultural resources, and concluded that it is highly unlikely that any intact prehistoric or historical archaeological deposits exist on site. However, project conditions require that in the event currently unknown sensitive archaeological resources are encountered during project development, work must cease until such resources have been properly evaluated by an archaeologist and a Native American monitor, and appropriate measures to protect and/or mitigate impacts to the resource have been implemented. Therefore, the proposed project, as conditioned, would be consistent with this policy.

OS 8.7 Protection of Paleontological Resources. [GP/CP] *Should substantial paleontological resources be encountered during construction activities, all work that could further disturb the find shall be stopped and the City of Goleta shall be notified within 24 hours. The applicant shall retain a qualified consultant to prepare a report to the City that evaluates the significance of the find and, if warranted, identifies recovery measures. Upon review and approval of the report by the City, construction may continue after implementation of any identified recovery measures.*

Consistent. The condition of approval described above in OS 8.6 would also trigger stoppage of work and assessment of the find in the unlikely event that paleontological resources are encountered. Therefore, the proposed project, as conditioned, would be consistent with this policy.

Conservation Element

CE 1.9 Standards Applicable to Development Projects. [GP/CP] *The following standards shall apply to consideration of developments within or adjacent to ESHAs: a. Site designs shall preserve wildlife corridors or habitat networks. Corridors shall be of sufficient width to protect habitat and dispersal zones for small mammals, amphibians, reptiles, and birds.*

c. Site plans and landscaping shall be designed to protect ESHAs. Landscaping, screening, or vegetated buffers shall retain, salvage, and/or reestablish

vegetation that supports wildlife habitat whenever feasible. Development within or adjacent to wildlife habitat networks shall incorporate design techniques that protect, support, and enhance wildlife habitat values. Planting of nonnative, invasive species shall not be allowed in ESHAs and buffer areas adjacent to ESHAs.

d. All new development shall be sited and designed so as to minimize grading, alteration of natural landforms and physical features, and vegetation clearance in order to reduce or avoid soil erosion, creek siltation, increased runoff, and reduced infiltration of stormwater and to prevent net increases in baseline flows for any receiving water body.
e. Light and glare from new development shall be controlled and directed away from wildlife habitats. Exterior night lighting shall be minimized, restricted to low intensity fixtures, shielded and directed away from ESHAs.
f. In order to minimize adverse impacts related to fish and wildlife habitat conservation areas and noise, noise levels from new development should not exceed an exterior noise level of 60 Ldn at the habitat site. During construction, noise levels may exceed these levels when it can be demonstrated that significant adverse impacts on wildlife can be avoided or will be temporary.
h. The timing of grading and construction activities shall be controlled to minimize potential disruption of wildlife during critical time periods such as nesting or breeding seasons.
i. Grading, earthmoving, and vegetation clearance adjacent to an ESH shall be prohibited during the rainy season, generally from November 1 to March 31, except where necessary to protect or enhance the ESHA itself.
j. In areas that are not adjacent to ESHAs, where grading may be allowed during the rainy season, erosion control measures such as sediment basins, silt fencing, sandbagging, and installation of geofabrics shall be implemented prior to and concurrent with all grading operations.

Consistent. Project conditions require drainage and grading plans with a Storm Water Management Plan to be submitted for review and approval from the Community Services Department and Building Division to ensure adequate onsite retention and filtration of all stormwater runoff. All exterior night lighting is conditioned to be of low intensity/low glare design, and be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels and ESHA. New and existing HVAC equipment and other commercial/industrial equipment shall be kept in proper working order and or noise shielding/insulation will be required to keep levels at acceptable levels. Construction noise is conditioned to be limited through properly maintained sound-control devices and the implementation of additional noise mitigation measures for stationary construction equipment. The project is limited to grading in the dry season (i.e. April 15 to November 1) unless a City approved erosion control plan is in place. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 10.1 New Development and Water Quality. *[GP/CP] New development shall not result in the degradation of the water quality of groundwater basins or*

surface waters; surface waters include the ocean, lagoons, creeks, ponds, and wetlands. Urban runoff pollutants shall not be discharged or deposited such that they adversely affect these resources.

CE 10.2 Siting and Design of New Development. [GP/CP] *New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure the following: a. Protection of areas that provide important water quality benefits, areas necessary to maintain riparian and aquatic biota, and areas susceptible to erosion and sediment loss. b. Limiting increases in areas covered by impervious surfaces. c. Limiting the area where land disturbances occur, such as clearing of vegetation, cut-and-fill, and grading, to reduce erosion and sediment loss. d. Limiting disturbance of natural drainage features and vegetation.*

CE 10.3 Incorporation of Best Management Practices for Stormwater Management [GP/CP] *New development shall be designed to minimize impacts to water quality from increased runoff volumes and discharges of pollutants from non-point sources to the maximum extent feasible consistent with the requirements and standards of the Central Coast Regional Water Quality Control Board. Post construction structural BMPs shall be designed to treat, infiltrate, or filter stormwater runoff in accordance with the City's Stormwater Management Program. Examples of BMPs include the following: a. Retention and detention basins; b. Vegetated swales; c. Infiltration galleries or injection wells; d. Use of permeable paving materials; e. Mechanical devices such as oil-water separators and filters; f. Revegetation of graded or disturbed areas. g. Other measures that are promoted by the Central Coast Regional Water Quality Control Board and those described in the BMP report of the Bay Area Association of Stormwater Management Agencies.*

CE 10.6 Stormwater Management Requirements. [GP/CP] *The following requirements shall apply to specific types of development: d. Outdoor materials storage areas shall be designed to incorporate BMPs to prevent stormwater contamination from stored materials. e. Trash storage areas shall be designed using BMPs to prevent stormwater contamination by loose trash and debris.*

CE 10.7 Drainage and Stormwater Management Plans. [GP/CP] *New development shall protect the absorption, purifying, and retentive functions of natural systems that exist on the site. Drainage Plans shall be designed to complement and use existing drainage patterns and systems, where feasible, conveying drainage from the site in a nonerosive manner. Disturbed or degraded natural drainage systems shall be restored where feasible, except where there are geologic or public safety concerns. Proposals for new development shall include the following:*

a. A Construction-Phase Erosion Control and Stormwater Management Plan that specifies the BMPs that will be implemented to minimize erosion and sedimentation; provide adequate sanitary and waste disposal facilities; and

prevent contamination of runoff by construction practices, materials, and chemicals.
b. A Post-Development-Phase Drainage and Stormwater Management Plan that specifies the BMPs—including site design methods, source controls, and treatment controls—that will be implemented to minimize polluted runoff after construction. This plan shall include monitoring and maintenance plans for the BMP measures.

CE 10.8 Maintenance of Stormwater Management Facilities. [GP/CP] *New development shall be required to provide ongoing maintenance of BMP measures where maintenance is necessary for their effective operation. The permittee and/or owner, including successors in interest, shall be responsible for all structural treatment controls and devices as follows:*

a. All structural BMPs shall be inspected, cleaned, and repaired when necessary prior to September 30th of each year.
b. Additional inspections, repairs, and maintenance should be performed after storms as needed throughout the rainy season, with any major repairs completed prior to the beginning of the next rainy season.
c. Public streets and parking lots shall be swept as needed and financially feasible to remove debris and contaminated residue.
d. The homeowners association, or other private owner, shall be responsible for sweeping of private streets and parking lots.

CE 10.9 Landscaping to Control Erosion. [GP/CP] *Any landscaping that is required to control erosion shall use native or drought-tolerant noninvasive plants to minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation.*

Consistent. Policies CE 10.1, 10.2, 10.3, 10.6, 10.7, 10.8 and 10.9 are intended to protect water quality of groundwater and all streams, lakes, and sloughs within the City as well as the City's ocean waters. The project site is essentially a developed, flat, infill lot. Project conditions require drainage and grading plans and associated erosion control, water quality measures, and maintenance provisions along with a Storm Water Management Plan to be submitted for review and approval to Community Services, Building and the Regional Water Quality Control Board prior to issuance of Land Use Permits. Such plans will ensure acceptable long-term drainage conveyance in compliance with the City's Stormwater Management Program so that the project will not result in degradation of water quality in the groundwater basin or surface waters. The project's Preliminary Hydrology Report (MAC Design Associates, December, 2008)) determined a new permeable paved parking lot, vegetated bio-swale, and filtered inlets are necessary to meet City requirements, and are proposed as part of this project. In addition, covered outdoor storage areas and trash enclosures are proposed. The project is limited to grading in the dry season (i.e. April 15 to November 1) unless a City approved erosion control plan is in place. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 12.2 Control of Air Emissions from New Development. [GP] *The following shall apply to reduction of air emissions from new development: a. Any development proposal shall be referred to the Santa Barbara County Air Pollution Control District for comments and recommended conditions prior to final action by the City. b. All new commercial and industrial sources shall be required to use the best-available air pollution control technology. Emissions control equipment shall be properly maintained to ensure efficient and effective operation. e. Any permit required by the Santa Barbara County Air Pollution Control District shall be obtained prior to issuance of final development clearance by the City.*

Consistent. The project was referred to the Santa Barbra County Air Pollution Control District (APCD), and APCD Conditions' Letter have been incorporated into the project's Conditions of Approval (Attachment 2, Exhibit 2 of the staff report dated May 11, 2009) . During all project grading and hauling, the project is required to adhere to conditions that reduce emissions of ozone precursors and particulate missions from diesel exhaust as considered in this policy. Idling of diesel trucks shall be limited to a maximum of five minutes. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 12.3 Control of Emissions during Grading and Construction. [GP] *Construction site emissions shall be controlled by using the following measures: a. Watering active construction areas to reduce windborne emissions. b. Covering trucks hauling soil, sand, and other loose materials. c. Paving or applying nontoxic solid stabilizers on unpaved access roads and temporary parking areas. d. Hydroseeding inactive construction areas. e. Enclosing or covering open material stockpiles. f. Revegetating traded areas immediately upon completion of work.*

Consistent. Soils stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. Gravel pads must be installed at the access points to the construction site to minimize tracing of mud onto public roads. Furthermore, the project is conditioned to comply with the SBCFD approved Soil Management Plan (LFR, January 28, 2008). Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 13.2 Energy Efficiency in Existing and New Commercial and Industrial Development. [GP] *The following measures shall be employed to reduce energy consumption in existing and new commercial and industrial buildings: a. Reduction of energy consumption in existing buildings through improved design and management of heating, ventilation, air conditioning systems and lighting is encouraged. Master metering is discouraged, and conversions to metering for individual tenant spaces shall be promoted where feasible. c. The City shall encourage nonresidential buildings to be designed in a manner that is appropriate for local climate conditions, taking into account natural light and ventilation, placement of landscaping, and use of integrated energy systems.*

This encompasses concepts such as cogeneration, waste heat systems, and other similar technologies.

Consistent. The project has been conditioned for energy-conserving techniques envisioned in this policy, that substantially exceed the minimum Title 24 energy conservation requirements, to be incorporated unless the applicant demonstrates their infeasibility to the satisfaction of the City. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 15.3 Water Conservation for New Development. [GP] *In order to minimize water use, all new development shall use low water use plumbing fixtures, water-conserving landscaping, low flow irrigation, and reclaimed water for exterior landscaping, where appropriate.*

Consistent. The project's landscape plan proposes to use native drought-tolerant species and low flow-irrigation. The project has also been conditioned to obtain and Can and Will Serve letter from the Goleta Water District. The Goleta Water District would also require water conservation measures in project design. Therefore, the proposed project, as conditioned, would be consistent with this policy.

CE 15.5 Reduction of Construction Wastes. [GP] *In instances where demolitions of existing buildings and structures are authorized, it is encouraged that such structures be deconstructed and that structural components, fixtures, and materials be salvaged for future reuse. Provisions for recycling of waster materials at all construction sites, including and demolition sits shall be required.*

Consistent. A Waste Reduction ad Recycling Plan that would meet the intent of this policy shall be submitted to Community Services for review and approval. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal. Therefore, the proposed project, as conditioned, would be consistent with this policy.

Safety Element

SE 1.3 Site-Specific Hazards Studies. [GP/CP] *Applications for new development shall consider exposure of the new development to coastal and other hazards. Where appropriate, an application for new development shall include a geologic/soils/geotechnical study and any other studies that identify geologic hazards affecting the proposed project site and any necessary mitigation measures. The study report shall contain a statement certifying that the project site is suitable for the proposed development and that the development will be safe from geologic hazards. The report shall be prepared and signed by a licensed certified engineering geologist or geotechnical engineer and shall be subject to review and acceptance by the City.*

Consistent. The project shall comply with the conclusions and recommendations contained in the Final Soil Management Plan (LFR, January 28, 2009), the

Preliminary Foundation Investigation (Pacific Materials Laboratory, June, 6, 2006) and the Geotechnical Study (Pacific Materials Laboratory, August 31, 2000). Therefore, the proposed project, as conditioned, would be consistent with this policy.

SE 4.3 Geotechnical and Geologic Studies Required. [GP/CP] *Where appropriate, the City shall require applications for planning entitlements for new or expanded development to address potential geologic and seismic hazards through the preparation of geotechnical and geologic reports for City review and acceptance.*

Consistent. See discussion above in SE 1.3.

SE 4.12 Safety Measures for Tsunami Hazard Areas. [GP/CP] *The following shall apply in tsunami hazard areas: a. New developments shall include design features or other measures that provide for safe harbor on site.*

Consistent. The project as designed provides roof access for safe harbor in the event of a tsunami warning/event. Therefore, the proposed project would be consistent with this policy.

SE 5.2 Evaluation of Soil-Related Hazards. [GP/CP] *The City shall require structural evaluation reports with appropriate mitigation measures to be provided for all new subdivisions, and for discretionary projects proposing new nonresidential buildings or substantial additions. Depending on the conclusions of the structural evaluation report, soil and geological reports may also be required. Such studies shall evaluate the potential for soil expansion, compression, and collapse to impact the development; they shall also identify mitigation to reduce these potential impacts, if needed.*

Consistent. See discussion above in SE 1.3.

SE 5.4 Avoidance of Soil-Related Hazards. [GP/CP] *For the proposed development of any critical facilities in areas subject to soil-related hazards, as well as for noncritical facilities in areas subject to soil-related hazards, the City shall require site-specific geotechnical, soil, and/or structural engineering studies to assess the degree of hazard on the proposed site and recommend any appropriate site design modifications or considerations as well as any other mitigation measures. The City shall not approve development in areas subject to soil-related hazards, unless mitigation measures are identified and committed to that would reduce hazards to an acceptable level.*

Consistent. See discussion above in SE 1.3.

SE 7.1 Fire Prevention and Response Measures for New Development. [GP/CP] *New development and redevelopment projects shall be designed and constructed in accordance with National Fire Protection Association standards to minimize fire hazards, with special attention given to fuel management and*

improved access in areas with higher fire risk, with access or water supply deficiencies, or beyond a 5-minute response time.

Consistent: The Planning and Environmental Services requires a Building Division plan check for all new construction within the City. This plan check is inclusive of a mandatory Fire Protection Certificate (FPC) application to the Fire Department. The processing of the FPC will ensure that the project's fire prevention and response measures are in concurrence with all adopted fire codes. Therefore, the proposed project, as conditioned, would be consistent with this policy.

SE 7.5 Automatic Fire Sprinkler Systems. [GP] *The City shall require the installation of automatic fire sprinklers for: a) all new buildings that have a total floor area of 5,000 square feet or more and b) any existing building proposed for remodeling or an addition, which, upon completion of the remodel or addition, will have a total floor area of 5,00 square feet or more.*

Consistent. See discussion above in SE 7.1.

Visual and Historic Resources Element

VH 3.1 Community Design Character [GP] *The visual character of Goleta is derived from the natural landscape and the built environment. The City's agricultural heritage, open spaces, views of natural features, established low-density residential neighborhoods, and small-scale development with few visually prominent buildings contribute to this character. Residential, commercial, and industrial development should acknowledge and respect the desired aspects of Goleta's visual character and make a positive contribution to the city through exemplary design.*

VH 3.4 Building Design [GP] *The City's visual character shall be enhanced through development of structures that are appropriate in scale and orientation and that use high quality, durable materials. Structures shall incorporate architectural styles, landscaping, and amenities that are compatible with and complement surrounding development.*

VH 4.7 Office Buildings, Business Parks, Institutional, and Public/Quasi-Public Uses. [GP] *The following standards shall be applicable to office and business park development and institutional and public/quasi-public uses:*
a. Buildings and structures shall be designed to be compatible with adjacent development relative to size, bulk, and scale.
b. Street elevations of buildings and structures should enhance the streetscape and should be pedestrian friendly. To create diversity and avoid monotonous facades, varied building setbacks should be provided and be proportionate to the scale of the building.
c. Plazas, courtyards, and landscaped open space should be provided to create a campus-like setting and encourage pedestrian access.

d. Parking lots should not be the dominant visual element and shall be located behind or beside buildings, where appropriate. Where buildings do not screen parking lots, landscaping, berms, and/or low walls shall be used to screen cards from adjacent roadways and other developments.
e. Architectural elements such as arcades are encouraged to identify the main entrance and reinforce the pedestrian scale.
f. Bicycle access shall be provided and encouraged via bike lanes. Sufficient secure, and protected bicycle parking shall be provided.
g. Public transit shall be encouraged through effective placement of stops for local and regional transit services. Existing stops shall be upgraded as appropriate.
h. Loading areas and recycling and trash facilities shall be easily accessed and screened from view with landscaping and/or fencing or walls. Adjacent uses shall be considered when such areas are sited.
i. Roof mounted equipment shall be screened and considered as part of the structure for height calculations.

VH 4.9 Landscape Design [GP] *Landscaping shall be considered and designed as an integral part of development, not relegated to remaining portions of a site following placement of buildings, parking, or vehicular access. Landscaping shall conform to the following standards:*
a. Landscaping that conforms to the natural topography and protects existing specimen trees is encouraged.
b. Any specimen trees removed shall be replaced with a similar size tree or with a tree deemed appropriate by the City.
c. Landscaping shall emphasize the use of native and drought-tolerant vegetation and should include a range and density of plantings including trees, shrubs, groundcover, and vines of various heights and species.
d. The use of invasive plants shall be prohibited.
e. Landscaping shall be incorporated into the design to soften building masses, reinforce pedestrian scale, and provide screening along public streets and off-street parking areas.

VH 4.10 Streetscape and Frontage Design. [GP] *A unified streetscape shall be created to improve the interface between pedestrians and vehicles. The following design elements shall be incorporated where feasible:*
a. Abundant street trees and landscaped medians.
b. Landscaping that buffers pedestrians and bicyclists from traffic without creating site distance conflicts.
c. Coordination of landscaping within the public right-of-way and adjacent development to provide an integrated street frontage.
d. Provision of street furniture including benches, planter seating, trash containers, and pedestrian scale light fixtures.
e. Use of pavement treatments and decorative tree wells.
f. Accent planting, textured paving, and specimen trees used to establish identities at building entries.
g. Traffic control and utility hardware such as backflow devices, traffic control cabinets, cable television boxes, and air vacuum and release enclosures shall be screened from view and colored to blend in with the surroundings. Such

hardware should be placed outside sidewalks and away from intersections to the extent feasible.

VH 4.11 Parking Lots. [GP] *Parking lots shall be adequately designed and landscaped. The following standards shall apply (see related Policy TE 9):*
a. Adequate parking requirements shall be established for all zone districts and conditionally permitted uses.
b. Adequate parking space dimensions and aisle widths shall be established.
c. Angled parking spaces are encouraged in order to maximize visibility for drivers and pedestrians. Retail parking lot design that includes 90-degree parking spaces is discouraged.
d. Pedestrian circulation shall be adequate, clearly delineated, and integrated with internal vehicle circulation to allow for safe and convenient pedestrian links from parking areas to building entrances. Planting strips should be used between traffic zones and sidewalks wherever possible.
f. Parking lot landscaping shall provide for adequate visual relief, screening, and shade. Adequate tree density shall be established and shall include approximately one tree for every four parking spaces. Deciduous trees in parking lots are discouraged due to the visual effects of loss of canopy.
g. Parking lot lighting shall be considered relative to the selection and location of parking lot trees and their height at maturity.
h. Shared parking arrangements are encouraged where neighboring uses have different peak use periods.
i. Permeable parking surfaces and grass-incorporated paving systems are encouraged to reduce stormwater runoff. Water quality protection measures such as storm drain filters should be used to minimize pollutants that would result in impacts to downstream water bodies or habitat.

Consistent. These policies are intended to ensure that development within the City is as aesthetically pleasing as possible given the nature of the use and to ensure that development does not detract from the visual quality of the City. Surrounding development includes a wide variety of architectural styles and building sizes.

The project site is essentially a developed, infill lot, with a majority of its vegetation along Coromar and Cortona Drives. The visual character of the project would be conditioned to require review by the DRB for grading/topography/drainage, size/bulk/scale, elevations, architectural details, existing vegetation/proposed landscaping, and lighting. Review of development by the DRB should ensure that new structures and landscaping are aesthetically well designed and sited, and that the proposed project is respectful and aesthetically compatible with the existing community, scale, materials, and character.

The DRB conducted conceptual review of the project, and gave the project's architecture, landscaping and grading favorable comments. The project is consistent with the applicable visual resources standards as it is within the required height, building coverage and landscaping standards. The project will

still be subject to Preliminary and Final DRB review, which will include more DRB critique and comments on refinements to the project architectural, lighting and landscape plans. Therefore, the proposed project, as conditioned, would be consistent with this policy.

VH 3.3 Site Design [GP] *The City's visual character shall be enhanced through appropriate site design. Site plans shall provide for buildings, structures, and uses that are subordinate to the natural topography, existing vegetation, and drainage courses; adequate landscaping; adequate vehicular circulation and parking; adequate pedestrian circulation; and provision and/or maintenance of solar access.*

Consistent. See discussion above in VH 3.1. The parking lot design complies with circulation requirements for emergency vehicles and sufficient parking has been provided as indicated in the Zoning Ordinance consistency discussion (Attachment to the staff report dated May 11, 2009). No compact spaces are proposed. The parking lot design incorporates landscaping which serves to break up the massing of the structure as well as breaking up the expanse of parking, providing some shade, as well as bio-filtration of runoff water on-site consistent with General Plan policies. Landscape trees are provided every four parking spaces. In addition, seven (7) bicycle parking spaces are provided. Community Services review and approval of the final project plans for the new access driveways will further ensure that the project will not result in traffic safety impacts. Therefore, the proposed project would be consistent with this policy.

VH 4.12 Lighting. [GP] *Outdoor lighting fixtures shall be designed, located, aimed downward or toward structures (if properly shielded), retrofitted if feasible, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and sky glow. The following standards shall apply:*
a. Outdoor lighting shall be the minimum number of fixtures and intensity needed for the intended purpose. Fixtures shall be fully shielded and have full cut off lights to minimize visibility from public viewing areas and prevent light pollution into residential areas or other sensitive uses such as wildlife habitats or migration routes.
b. Direct upward light emission shall be avoided to protect views of the night sky.
c. Light fixtures used in new development shall be appropriate to the architectural style and scale and compatible with the surrounding area.

Consistent. The proposed project would continue to be reviewed by DRB for provision of appropriate lighting standards, fixtures, and styles to minimize night sky lighting and maintain consistency with the surrounding area. Furthermore, the project would be conditioned to require all outdoor lighting fixtures to be hooded or otherwise direct light downward. Therefore, with conditions of approval, the proposed project would be consistent with this policy.

VH 4.14 Utilities [GP] *New development projects shall be required to place new utility lines underground. Existing overhead utility lines should be placed underground when feasible. Undergrounding of utility hardware is encouraged.*

Any aboveground utility hardware, such as water meters, electrical transformers, or backflow devices, shall not inhibit line of sight or encroach into public walkways and, where feasible, should be screened from public view by methods including, but not limited to, appropriate paint color, landscaping, and/or walls.

Consistent. Any new utility lines proposed with this project would be installed underground. If backflow devices or other similar equipment is required, it would be conditioned to incorporate adequate screening. Therefore, the project is consistent with this policy.

VH 4.16 Green Building [GP] *The City encourages the incorporating of green building practices in design. Such practices may include the use of recycled materials, drought-tolerant and native plants, energy efficient features, water conservation, allowance for solar access, and permeable surfaces.*

The project has been conditioned for energy-conserving techniques envisioned in this policy, that substantially exceed the minimum Title 24 energy conservation requirements, to be incorporated unless the applicant demonstrates their infeasibility to the satisfaction of the City. The project's landscape plan proposes to use native drought-tolerant species and low flow-irrigation. The project has also been conditioned to obtain and Can and Will Serve letter from the Goleta Water District. The Goleta Water District would also require water conservation measures in project design. A Waste Reduction ad Recycling Plan that would meet the intent of this policy shall be submitted to Community Services for review and approval. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal. Therefore, the proposed project, as conditioned, would be consistent with this policy.

Transportation Element

TE 9.1 Off-Street Parking. [GP/CP] *The primary source of parking supply for new development of all types of uses within the city shall be off-street parking spaces that are provided on site within the development.*

TE 9.2 Adequacy of Parking Supply in Proposed Development. [GP/CP] *The City shall require all proposed new development and changes/intensifications in use of existing nonresidential structures to provide a sufficient number of off-street parking spaces to accommodate the parking demand generated by the proposed use(s), and to avoid spillover of parking onto neighboring properties and streets.*

TE 9.5 Parking Lot Design. [GP] *Design standards applicable to retail, commercial, business parks, and parking lots are set forth in the Visual and Historic Resources Element Subpolicies VH 4.5, 4.7, and 4.11. In addition, the following standards and criteria shall apply to parking lots of three or more spaces: a. Parking lot design shall provide that all individual spaces are clearly delineated and have easy ingress and egress by vehicles. b. Proposals that include compact parking spaces shall be subject to discretionary approval by the*

City, and the number of compact parking spaces shall not exceed 20 percent of the total; parking spaces for oversized vehicles shall be included when appropriate. c. Access driveways and aisles shall have adequate geometrics, and the layout shall be clear, functional, and well organized. d. Pedestrian walkways between the parking area and the street, main entrance, and transit stops should be protected by landscaped or other buffers to the extent feasible. e. The visual impact of large expanses of parking lots shall be reduced by appropriate response to the design standards set forth in the Visual and Historic Resources Element's Policy VH 4.

Consistent. This policy regulates parking. The project provides slightly more parking spaces than are required by the Zoning Ordinance in Phase II (89 required and 98 proposed) and meets the parking requirement of 110 spaces in Phase III. The provision of excessive parking is not encouraged by City policies. However, the proposed increase over minimum ordinance standards in Phase II could be beneficial with regard to ensuring neighborhood compatibility, given the potential for anticipated new employees.

Project conditions require all exterior lighting, including parking areas, to utilize dark-sky fixtures. Overall parking lot layout, pedestrian walkways, landscaping and lighting are consistent with the parking area design standards. All of the project's parking spaces would be located within 500 feet of a project entrance.

TE 1.1Alternative Modes. [GP/CP] *The City's intent shall be to achieve a realistic and cost-effective balance between travel modes, including bikeways, pedestrian circulation, and bus transit. The City shall encourage the use of alternative modes of transportation, such as bus transit, bicycling, and walking, which have the additional beneficial effect of reducing consumption of non-renewable energy sources.*

TE 2.1 Reduction/Shifting of Peak-Hour Vehicle Trips. [GP] *The City supports efforts to limit traffic congestion through reducing low-occupancy auto trips and shifting peak-hour vehicle trips to off-peak hours. Possible means for accomplishing this include the following: a. Increased telecommuting. b. Establishment of flexible work schedules. c. Provision of incentives for carpooling. d. Provision of vanpools. e. Car sharing/ride sharing. f. Guaranteed ride home programs. g. Safe routes to school programs. h. Provision of pedestrian amenities. i. Provision of bicycle facilities and amenities. j. Bus pass programs for employees. k. Public information and promotion of ridesharing.*

TE 1.6 Development Review. [GP/CP] *As a condition of approval of new non-residential projects, the City may require developers to provide improvements that will reduce the use of single-occupancy vehicles. These improvements may include, but are not limited to, the following: a. Preferential parking spaces for carpools. b. Bicycle storage, parking spaces, and shower facilities for employees. c. Bus turnouts and shelters at bus stops.*

TE 4.1 General Level of Service Standard. [GP] *A traffic LOS standard C shall apply citywide to major arterials, minor arterials, and collector roadways and signalized and unsignalized intersections, except as provided in TE 4.2. The standard shall apply to daily traffic volumes and both AM and PM peak hours for intersections, and to average daily traffic volumes (ADT) for roadway segments. Table 7-3 provides descriptions of the LOS categories.*

TE 10.1 Pedestrian System Map. [GP] *Figure 7-5 depicts the various locations that are planned to serve as pedestrian pathways, including sidewalks within public street rights-of-way, trails, parks, open spaces, and beaches. The map identifies locations of proposed improvements to the pedestrian circulation system, particularly where there are missing links in the existing system as of 2005.*

TE 10.4 Pedestrian Facilities in New Development. [GP] *Proposals for new development or substantial alterations of existing development shall be required to include pedestrian linkages and standard frontage improvements. These improvements may include construction of sidewalks and other pedestrian paths, provision of benches, public art, informational signage, appropriate landscaping, and lighting. In planning new subdivisions or large-scale development, pedestrian connections should be provided through subdivisions and cul-de-sacs to interconnect with adjacent areas. Dedications of public access easements shall be required where appropriate.*

Consistent. The project is conditioned to construct a sidewalk along the property's Cortona Drive frontage, which will comply with the "Planned Sidewalk" designation on Figure 7-5. The project would minimize increased traffic by providing bicycle parking spaces. Furthermore, Renco Encoders offers a $50.00 transit subsidy and a $50 monthly raffle for carpoolers/bikers/walkers/etc. Also, the site is within easy walking or biking distance of shopping, restaurants, entertainment, recreational amenities, passive open space, and the coast. Therefore, the proposed project would be consistent with these policies.

TE 13.3 Maintenance of LOS Standards. [GP] *New development shall only be allowed when and where such development can be adequately (as defined by the LOS standards in Policy TE 4) served by existing and/or planned transportation facilities. Transportation facilities are considered adequate if, at the time of development: a. Existing transportation facilities serving the development, including those to be constructed by the developer as part of the project, will result in meeting the adopted LOS standards set in Policy TE 4; or b. A binding financial commitment and agreement is in place to complete the necessary transportation system improvements (except for the planned new grade-separated freeway crossings), or to implement other strategies which will mitigate the project-specific impacts to an acceptable level, within 6 or fewer years; and c. Any additional offsite traffic mitigation measures are incorporated into the impact fee system for addressing cumulative transportation impacts of future development.*

Consistent. A traffic study prepared by the City's Traffic Engineer, Jim Biega, was approved by the City and the Applicant in August of 2007. As indicated by the conclusions of the traffic study for the project (and concurrence by the applicant regarding these conclusions), project-generated traffic would not trigger traffic thresholds or Transportation Element standards for roadways or intersections, and local streets and highways can accommodate the traffic generated by the project. Community Services review and approval of the final project plans for the new access driveways will further ensure that the project will not result in traffic safety impacts. The project is conditioned to contribute to Goleta Transportation Improvement Fees to fund identified improvements to the area roadway network. The project would minimize increased traffic by providing bicycle parking spaces for employees, continuing to provide the $50 transit subsidy and $50 monthly raffle to employees, and due to the site's location, the site is within easy walking or biking distance of shopping, restaurants, entertainment, recreational amenities, passive open space, and the coast. Therefore, the proposed project would be consistent with this policy.

Public Facilities Element

PF 3.1 Fire Protection Standards. [GP] *The Santa Barbara County Fire Department employs the following three standards with respect to provision of fire protection services:*
a. A firefighter-to-population ratio of one firefighter on duty 24 hours a day for every 2,000 in population is considered "ideal," although a countywide ratio (including rural areas) of one firefighter per 4,000 population is the absolute minimum standard. Considering the daytime population in Goleta due to employees and customers, all fire stations within Goleta fell short of this service standard as of 2005.
b. A ratio of one engine company per 16,000 population, assuming four firefighters per station, represents the maximum population that the Santa Barbara County Fire Department has determined can be adequately served by a four-person crew. Fire stations 11 and 12 (see Table 8-1) did not satisfy this standard as of 2005. Currently, all three fire engines that serve Goleta are staffed with only three-person crews. The National Fire Protection Association (NFPA) guidelines state that engine companies shall be staffed with a minimum of four on-duty personnel.
c. The third fire protection standard is a 5-minute response time in urban areas.

Consistent. The proposed project site conforms to the 5 minute fire response time, and the City's engine company to population ratio conforms to the fire protection standards, but the City's ratio of firefighters to population ratio doesn't conform to the fire protection standards. Development Mitigation Impact Fees would be collected to reduce the project's contribution to cumulative fire impacts. Therefore, the proposed project, as conditioned, would be consistent with this policy.

PF 3.4 Fire Safety in New Development. [GP/CP] *The following fire safety standards shall be met, where applicable, in new development within the city: a.*

Two routes of ingress and egress shall be required for any new development or subdivision of land requiring approval of a discretionary action. This requirement may be waived by the City when secondary access cannot be provided and maintenance of fire safety standards are ensured by other means. d. Emergency access shall be a consideration in the siting and design of all new development.

Consistent. The Fire Department has already conceptually reviewed and approved access to the site. Two, two-way routes of ingress and egress are provided and the site has an additional enter only driveway as well. The Planning and Environmental Services requires a Building Division plan check for all new construction within the City, which is inclusive of a mandatory Fire Protection Certificate (FPC) application to the Fire Department. The processing of the FPC will ensure that the project's fire prevention and response measures are in concurrence with all adopted fire codes. Therefore, the proposed project, as conditioned, would be consistent with this policy.

PF 3.6 Police Service Standards. [GP] *The City shall strive to maintain the following service standards for police services: a. An average emergency response time of 5 minutes. b. An average nonemergency response time of 20 minutes.*

Consistent. The proposed project site conforms to the average emergency police response time of 5 minute and the average nonemergency police response time of 20 minutes.

PF 4.1 Water Facilities and Services. [GP/CP] *The following criteria, standards, and procedures shall apply to water facilities and services: The following criteria, standards, and procedures shall apply to water facilities and services:*
a. The City shall coordinate with GWD regarding new development within its boundaries to allow the GWD to continue to plan its capital improvements in an orderly manner consistent with the levels of growth allowed by the Land Use Plan.
d. Environmental reviews of new development shall evaluate the adequacy of water supply capacity to serve cumulative demand for all existing and planned development, including during extended periods of drought.
f. Water supply and delivery systems shall be available in time to meet the demand created by new development or shall be assured through the use of bonds or other sureties. An assured water supply and delivery system shall be identified prior to discretionary approvals of projects to the satisfaction of the City. GWD or the project applicant may provide several alternative methods of documentation, including an unconditional "ability to serve" letter from the district.
g. The applicant and GWD shall demonstrate prior to issuance of final land use clearance that sufficient capacity shall be available to serve the development and all other cumulative projects within GWD's service area. This may be evidenced by an unconditional "will serve" letter or contract for service from GWD. All required water infrastructure for a project shall either be in place at the time of

approval of the land use clearance or shall be assured through the use of bonds, payment of fees, or other sureties to the City's and GWD's satisfaction.
i. The City shall encourage and actively promote long-term water conservation through water-conserving features in new development, including low water-use plumbing fixtures and drought-tolerant landscaping. The City also encourages the reclamation of treated wastewater and development of distribution facilities for reclaimed water to serve appropriate uses and locations.
k. The City shall require new water infrastructure to be located and painted so as to not be visually obtrusive and, where feasible, to be located within roadway rights-of-way or existing utility easements.
m. All new development within the City shall be served by the public water system.

Consistent: This policy is intended to ensure that new development is coordinated with the availability and/or provision of adequate water facilities and services to adequately serve it. Project conditions require a Can and Will Serve letter from the Goleta Water District to confirm that additional water can and will be provided for the project prior to land use permits for development. The project will conserve water through the use of drip irrigation for landscaped areas. Any new water infrastructure is conditioned to be located and painted so as to not be visually obtrusive. Therefore, as conditioned, the proposed project would be consistent with these policies.

PF 4.2 Sewer Facilities and Services. [GP/CP] *The following criteria, standards, and procedures shall apply to sewer facilities and services:*
e. Sewage collection and wastewater treatment capacity shall be available in time to meet the demand created by new development or shall be assured through the use of bonds or other sureties. The adequacy of sewerage facilities shall be identified prior to discretionary approvals of projects to the satisfaction of the City. The applicable sanitation district or project applicant may provide several alternative methods of documentation, including an unconditional "ability to serve" letter from the district.
f. The applicant and the applicable sanitation district shall demonstrate prior to issuance of final land use clearance that sufficient capacity and facilities shall be available to serve the development and all other cumulative projects within the service area. This may be evidenced by an unconditional "will serve" letter or contract for service from the district. All required wastewater management infrastructure for a project shall either be in place at the time of approval of the land use clearance or shall be assured through the use of bonds, payment of fees, or other sureties to the City's and the applicable district's satisfaction.
g. All necessary sewage collection facilities shall be in place at the time of approval of building permits.

Consistent. This policy is intended to ensure that new development is coordinated with the availability and/or provision of adequate public facilities and infrastructure to adequately serve it. Project conditions require a Can and Will Serve letter from the Goleta West Sanitary District prior to land use permits to ensure adequate sewage treatment capacity will remain available to

accommodate wastewater volumes for the project. As conditioned, the proposed project would be consistent with these policies.

PF 9.7 Essential Services for New Development [GP/CP] *Development shall be allowed only when and where all essential utility services are adequate in accord with the service standards of their providers and only when and where such development can be adequately served by essential utilities without reducing levels of service below the level of service guidelines elsewhere: a. Domestic water service, sanitary sewer service, stormwater management facilities, streets, fire services, schools, and parks shall be considered essential for supporting new development. b. A development shall not be approved if it causes the level of service of an essential utility service to decline below the standards referenced above unless improvements to mitigate the impacts are made concurrent with the development for the purposes of this policy. "Concurrent with the development" shall mean that improvements are in place at the time of the development or that a financial commitment is in place to complete the improvements. c. If adequate essential utility services are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop.*

Consistent. This policy is intended to ensure that new development is coordinated with the availability and/or provision of adequate public facilities and infrastructure to adequately serve it. Project conditions require a Can and Will Serve letter from the Goleta Water District to confirm that additional water can and will be provided for the project prior to land use permits for development to ensure adequate water supplies will be available to serve the project. A Can and Will Serve letter is also required from the Goleta Sanitary District prior to land use permits to ensure adequate sewage treatment capacity will remain available to accommodate wastewater volumes for the project. Services are already available from other local utility service providers. The project circulation design allows for emergency vehicle access to the site and the site is located in adequate proximity to both fire and police services. As conditioned, the proposed project would be consistent with these policies.

Noise Element

NE *1.5 Acceptable Noise Levels. [GP]* *New construction and substantial alterations of existing construction shall include appropriate noise insulation measures (such as insulation, glazing, and other sound attenuation measures) so that such construction or renovations comply with state and building code standards for allowable interior noise levels. The intent of this policy is to require improved soundproofing for both noise receivers and sources.*

Consistent. As a part of the City's Building Division plan check, noise insulation measures compliant with state and building code standards for allowable interior noise will be required. Therefore, the proposed project, as conditioned, would be consistent with this policy.

NE 6.4 Restrictions on Construction Hours [GP] *The City shall require, as a condition of approval for any land use permit or other planning permit, restrictions on construction hours. Noise-generating construction activities for projects near or adjacent to residential buildings and neighborhoods or other sensitive receptors shall be limited to Monday through Friday, 8:00 a.m. to 5:00 p.m. Construction in non-residential areas away from sensitive receivers shall be limited to Monday through Friday, 7:00 a.m. to 4:00 p.m. Construction shall generally not be allowed on weekends and State holidays. Exceptions to these restrictions may be made in extenuating circumstances (in the event of an emergency, for example) on a case by case basis at the discretion of the Director of Planning and Environmental Services. All construction sites subject to such restrictions shall post the allowed hours of operation near the entrance to the site, so that workers on site are aware of this limitation. City staff shall closely monitor compliance with restrictions on construction hours, and shall promptly investigate and respond to all noncompliance complaints.*

Consistent. The project includes a condition of approval specifying work hours and days limited to Monday through Friday, 7:00 a.m. to 4:00 p.m. No construction shall occur on State holidays. Therefore, the proposed project, as conditioned, is consistent with this policy.

NE 6.5 Other Measures to Reduce Construction Noise [GP] *The following measures shall be incorporated into grading and building plan specifications to reduce the impact of construction noise: a. All construction equipment shall have properly maintained sound-control devices, and no equipment shall have an unmuffled exhaust system. b. Contractors shall implement appropriate additional noise mitigation measures including but not limited to changing the location of stationary construction equipment, shutting off idling equipment, and installing acoustic barriers around significant sources of stationary construction noise. c. To the extent practicable, adequate buffers shall be maintained between noise-generating machinery or equipment and any sensitive receivers. The buffer should ensure that noise at the receiver site does not exceed 65 dBA CNEL. For equipment that produces a noise level of 95 dBA at 50 feet, a buffer of 1600 feet is required for attenuation of sound levels to 65 dBA.*

Consistent. These policies are intended to ensure that new development is not exposed to unacceptable noise levels for the type and nature of the use involved. The project has been conditioned to include the measures in this policy. As such, the project, as conditioned, is consistent with this policy.

Housing Element

HE 3.2 Mitigation of Employee Housing Impacts from Nonresidential Uses. [GP] *Housing needs of local workers are an important factor for the City when reviewing nonresidential development proposals. The City shall require proposed new nonresidential development and proposed expansion or intensification of existing nonresidential development to contribute to the provision of affordable*

employee housing. The proposed amount of floor area and type of nonresidential use shall be factors in establishing the requirement for individual projects. Alternatives to satisfy this requirement may, at the discretion of the City, include payment of "in-lieu" housing impact fees, provision of housing on-site, housing assistance as part of employee benefit packages, or other alternatives of similar value.

Housing Element, Policy 3.2 requires new nonresidential development to contribute to the provision of affordable housing. The contribution may include in-lieu fees, provision of onsite housing, housing assistance as part of employee benefit packages, or other alternatives of similar value. The fulfillment of affordable housing requirements is presently established by policy/administrative practice, whereas an ordinance has not yet been adopted.

An option that may be considered includes average rates currently used by other California jurisdictions. Some jurisdictions have adopted rates for nonresidential uses by using a per square foot fee amount. The Planning Commission should refrain from comparing data from any other city to Goleta and rather use this data as an appropriate range within which to set Goleta rates. The rates are as follows:

JURISDICTION	RATE/SF	FEE PHASE II	FEE PHASE III	FEE PHASES II and III
City of Palo Alto	$15.58	$122,147.20	$162,032.00	$284,179.20
City of Menlo Park	$10.00	$78,400.00	$104,000.00	$182,400.00
City of Mountain View	$6.00	$47,040.00	$62,400.00	$109,440.00
County of Marin	$7.19	$56,369.60	$74,776.00	$131,145.60
Town of Corte Madera	$3.20	$25,088.00	$33,280.00	$58,368.00
City of Sunnyvale	$8.00	$62,720.00	$83,200.00	$145,920.00
City of Cupertino	$2.25	$17,640.00	$23,400.00	$41,040.00
City of Pleasanton	$2.31	$18,110.40	$24.024.00	$42,134.40
Average	**$6.82**	**$53,468.80**	**$70,928.00**	**$124,396.80**

If application of the average factors from the above generation rates were used, the resulting in-lieu fee would be $53,468.80 for Phase II and $70,928.00 for Phase III for a total fee of $124,396.80.

ATTACHMENT 5

ZONING ORDINANCE CONSISTENCY ANALYSIS

RENCO ENCODERS ADDITION PROJECT
ZONING ORDINANCE CONSISTENCY ANALYSIS
07-103-DP

	Required	Phase II Proposed	Phase III Proposed	Consistent Y/N
Front Yard Setback (From western property line – Coromar Drive)	80 feet from centerline and 50 feet from the right-of-way line of any street.	Approximately 87 feet from centerline and approximately 66 feet from the right-of-way.	Approximately 87 feet from centerline and 66 feet from the right-of-way.	Yes
Second Front Yard Setback (From northern property line – Cortona Drive)	80 feet from centerline and 50 feet from the right-of-way line of any street.	Approximately 18 feet from centerline and approximately 15 feet from the right-of-way.	Approximately 18 feet from centerline and approximately 15 feet from the right-of-way.	TBD, subject to approval of a modification
Side Yard Setback	10 feet	10 feet	10 feet	Yes
Rear Yard Setback	10 feet	10 feet	10 feet	Yes
Building Coverage	Maximum 35%	28.5%	31.9%	Yes
Building Height	Maximum 35 feet	25'8"	31'4"	Yes
Parking spaces (*one space per 500 gross square feet)*	Phase II: 89 Phase III: 110	98	110	Yes
Loading Spaces	Phase II: 2 Phase III: 3	3	3	Yes
Landscaping	Minimum 30%	31.8%	33.7%	Yes
Storage (trash)	Screened	Screened	Screened	Yes

The proposed project is consistent with the above requirements of Article III, Chapter 35, Inland Zoning Ordinance subject to approval of the second front yard setback modification.

ATTACHMENT 6

GGMO POINT ALLOCATION

RENCO ENCODERS ADDITIONS (07-103-DP)
GROWTH MANAGEMENT POINT ALLOCATION
26 Coromar Drive; APN 073-150-013

The project involves a additions to an existing 33,600-square foot research and development building be constructed in three phases, the first phase of which is already permitted. Phase II proposes a clean room and storage building additions totaling 7,840-square feet. Phase III proposes a two-story office addition of 10,400-square feet. The project will be considered by the Planning Commission on May 11, 2009. The following points under the Goleta Growth Management Point Criteria are assigned:

CRITERIA	MAXIMUM POSSIBLE POINTS
A. The applicant proposes improvements to Transportation facilities identified in the Goleta Transportation Improvement Plan (GTIP) capital improvements list, over and above the payment of traffic mitigation fees or completion of required improvements in lieu of fees, and such improvements:	
1) Improve the V/C ratio by at least 0.05 at intersections presently operating at LOS D or worse	4 points per intersection **(no points assigned)**
2) Improve the V/C ratio by at least 0.02 at intersections presently operating at LOS D or worse	2 points per intersection **(no points assigned)**
3) Provide alternative transportation or pedestrian improvements (e.g. bus turn outs, bicycle facilities) identified in the GTIP	1 – 4 points **(no points assigned)**
B. The development will provide neighborhood serving uses (e.g. dry cleaners, small markets, drug stores) on lots zoned C-1, Limited Commercial, and CN, Neighborhood Commercial, in areas underserved by neighborhood commercial uses.	1 – 3 points **(no points assigned)**
C. The project is located in the MR-P or PI zoning district and includes commercial service uses that are subordinate to the principally-permitted uses that meet the day-to-day needs of employees in the immediate vicinity (e.g. banks, restaurants, cleaners, day care, etc).	1 – 3 points **(no points assigned)**

D. In addition to required dedications and payment of development impact fees, the project contributes substantially to the development of onsite or offsite public services or improvements to public facilities that benefit Goleta, including recreational facilities, day care centers, creek protection or flood management improvements, or substantial contributions to a Goleta open space acquisition fund.	1 – 4 points **(2 points assigned[1])**
E. The project provides environmental and/or design benefits on the project site over and above the minimum requirements of the Zoning Code, including but not limited to, clustering with open space preservation, onsite habitat restoration or enhancement, parking to the rear of structures, enhanced architectural detailing and articulation of structures, variation in building height and wall planes, enhanced finish materials, enhanced landscaping to break up building mass or expanses of parking, enhanced energy efficiency and/or use of alternative energy sources, and use of "green" building standards.	1 – 5 points **(2 points assigned[2])**
F. The project is located within the Goleta Old Town Revitalization Plan (Redevelopment) area and contributes to the redevelopment objectives set forth in the plan.	5 points **(no points assigned)**
G. The project includes residential uses that are secondary to the commercial use:	**(no points assigned)**

1) Housing comprises 40% - 50% of total floor area — 6 points
2) Housing comprises between 25% and 40% of total floor area — 4 points
3) Housing comprises between 10% and 24% of total floor area — 2 points

In order to receive points for Criterion G, mixed-use

[1] The project incorporates flood management improvements including a new permeable paved parking lot, permeable ribbon gutter, and bio-filtering of any stormwater that would leave the site to filter stormwater runoff from impervious surfaces onsite and to reduce peak flow rates during storm events, thereby improving water quality and minimizing effects on local drainage facilities.

[2] The applicant provides seven bicycle parking spaces to reduce the number of vehicles on the road and associated pollutants. The proposed architecture received favorable review by the Design Review Board due to the detailing, articulation, variation in building height and wall planes, and landscaping. As these environmental and/or design benefits are over and above the minimum requirements of the Zoning Code, four points are assigned.

projects shall comply with the following requirements:

1) The project shall be a single parcel or a group of contiguous parcels.
2) If more than one parcel, the contiguous parcels shall either be under a common ownership or all owners shall file a joint application for planning permits.
3) The project shall be subject to at least one planning permit that applies to the entirety of the project and is inclusive of all parcels an all proposed development.
4) The residential floor area shall not exceed 50% of the total floor area proposed.
5) The residential development shall proceed in advance of or concurrent with the non-residential portion of the project. Building and Occupancy Permits for the non-residential portion of the development shall not be issued prior to the equivalent permits for the residential dwellings.

TOTAL POINTS ASSIGNED **4 points**